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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.37	7.09
Yammat ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.47	7.20
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.59	7.32
Taipo ... dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ... dep.	7.29	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling ... dep.	7.33	10.08	11.19	12.42	2.00	5.16	6.11	7.53
Sheung Shui ... dep.	7.38	10.13	11.23	12.47	2.05	5.21	6.16	7.58
Shum Chun ... arr.	7.44	10.19	11.29	12.53	2.11	5.27	6.22	8.03

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.13	6.06
Sheung Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.43	5.19	6.12
Fanling ... dep.	7.33	8.18	10.48	11.51	3.10	4.48	5.23	6.17
Taipo Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yammat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon ... arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanling ... dep.	7.45	11.30	2.30	6.30	10.15	1.05	4.00	6.55
Shatin ... arr.	8.40	12.35	3.15	7.15	11.10	2.00	4.55	7.50

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SCOTTISH LETTER.

AN OLYMPIAN CHAMPION.
HONOURED.

L'ATHEL FOR LIDDELL.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 22nd.

Decidedly the outstanding event of the graduation ceremony at Edinburgh University was one which did not appear on the official programme. Cordial as was the reception given to the distinguished honorary graduates, the audience reserved its chief enthusiasm for one of the recipients of a B.Sc. degree, Mr. Eric H. Liddell, son of a well-known missionary in China, the winner of the 400 metres race at Olympic Games in Paris, and the creator of a world record for that distance. In recognition of this fine achievement by an Edinburgh student, the University crowned Mr. Liddell with a wreath of wild olives, and presented him with a Greek epigram composed in his honour by Professor Mair. It was a fitting revival of the custom associated with original Olympic Games, and the acclamations it evoked recall the high honours which ancient Greece bestowed upon its athletes. The admiration of the British people for physical prowess, in contrast to their indifference to intellectual and artistic achievement, has sometimes been cited as a defect in national mentality. But, after all, the British schoolboys who give the dux perfunctory applause, and greet the captain with ringing cheers, are merely following a precedent established by the most intellectual people in history, for whom art and literature were mainly a means of celebrating the exploits of runners, wrestlers, and soldiers. But the Greek worship of athletics, though it took account of moral character, was largely inspired by racial pride and subconsciously by eugenic considerations. The British spirit is wider and more generous, and at the same time more discriminating. It was not merely as a Scottish winner of an international athletic honour that Mr. Liddell appealed to the imagination of the Edinburgh audience, but as a man who in a trying hour of publicity has displayed those characteristics of modesty, and of devotion to duty which, after all, the Scottish people still hold in the highest esteem. As you are aware, I have already chronicled the fact in this Scottish letter that Liddell had practically another Olympic honour in his grasp, but sternly refused to turn out for one of the heats on a Sunday.

As Mr. Liddell stepped forward to receive his degree, Sir Archibald Ewing, the Vice-Chancellor said: Mr. Liddell, you have shown that none can pass you except the examiner. In the ancient Olympic tests the victor was crowned with wild olive by the High Priest of Zeus, and a poem written in his honour was presented to him. A Vice-Chancellor is no High Priest, but he speaks and acts for the University, and in the name of the University which is proud of you and to which you have brought further honour, I present you with this epigram in Greek composed by Professor Mair, and place upon your brow this chapter of wild olive.

The following is a translation of the epigram:

The University of Edinburgh congratulates Eric Henry Liddell, Olympic victor in the 400 metres.

Happy the man who the wreathed games essaying

Returns with laurelled brow.

Thrice happy victor thou, such speed displaying

As none hath showed till now;

We joy, and Alma Mater, for thy merit.

Proffers to thee this crown:

Take it, Olympic Victor. While you wear it,

May Heaven never frown.

A MAN OF ORLY.

"In admiration of his remarkable athletic achievements and of his devotion to principle in that connection as a reverent upholder of the Christian Sabbath," to quote from the card of invitation. Mr. Eric H. Liddell was entertained to a banquet by a large company of leading citizens and Churchmen presided over by Lord Sand. Several fine speeches were delivered, but the most vivid of all was that by Liddell himself. Its effect was described thus by Dr. Norman Maclean—"The modesty and simplicity and directness of his words went straight to the heart. No adulation, no flattery, no flattery can ever affect this youth with the clean-cut features, the level eyes, and the soft voice. He has that great redeeming gift—the gift of humour. He told us how on the way to church in China the order of his name was altered by his parents. Their purpose was to call him Henry Eric Liddell, but at the last moment a friend pointed out what an awkward combination these initials would spell—so he was baptised Eric Henry Liddell. He made us quickly realise that nothing was to be his career. He was training to be a missionary in China, and he was to devote all his spare time until he set forth for the East, in evangelistic work among the young men of Scotland. And he asked our help and our sympathy."

SCOTS AT BISLEY.

At Bisley this year, roughly speaking, there were about a hundred men who could be identified as visitors from over the Border—perhaps about a tenth of the actual number of shooting men on the common. Of these they had about twenty men in the King's Hand, a splendid performance, and throughout the meeting they have put up a good record. Among the big prizes that have come North are the Elcho (for match rifle teams), the Silver Medal in the King's, won by the C.S.M. Dewar, of the Queen's Edinburgh, and the Donegall Challenge Cup, won by Lieut. C. A. Sutherland.

(Continued on next column.)

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LIVER, GALLBLADDER, PANCREAS, AND
SMALL INTESTINE.

GRENA GOES TO THE HAMMER.

When Grenna and Georgetown were humming with war work, after millions of money had been spent on their erection and equipment, the British taxpayer was soothed by cheerful assurances that when the war was over those enormous factory towns would remain as active and profitable agents in the commercial reconstruction of our war-shattered fortunes. The new Grenna and its works covered nearly 9,000 acres of land; it cost nearly £10,000,000. During the height of the war, 13,000 of the 20,000 persons employed in the making of munitions were housed "on the premises." Three years ago the illusion that something might yet be done with it was still fostered, and it was pictured as a possible garden city with 50,000 inhabitants. But now Grenna, lock, stock and barrel, is to be sold by auction, and there is little doubt that its derelict condition since 1919 will be followed by its more or less complete lapse into the state of nature from which it was for a few years lifted. The late of that other Scottish munition centre, Georgetown, has been similar; Grenna and Georgetown are as little use to us in 1924 as the futile and unfinished aerodromes of Loch Doon.

Some of the Clydesdale group of Socialists made strong efforts to get national industries started at Grenna, but from the first it was evident that their schemes were impossible. The Government had to turn them down. I believe that the hope is entertained in Government circles that the opening of the sale will not lead to substantial results, and that there will be an opportunity to review the whole situation. Meanwhile fresh proposals are being made.

The sale has already begun, and, as might be expected, staggering bargains are obtained. Fine modern houses, well built, with every convenience, large gardens, and electric lighting are being knocked down at far less than pre-war prices. Two hundred and fifty pounds is all that is being realised for charming semi-detached villas of a type which is costing from £700 to £750 to build in the neighbouring towns to-day. Pleasant brick rough-cast and slated bungalows, capable at present of a rent of nearly £50 a year are being sold for a little over £50 each. In less than three years the purchasers will have got their houses for nothing. Two hostels were put up as one lot and sold for £1,250; and at little expense these can be converted into twenty houses.



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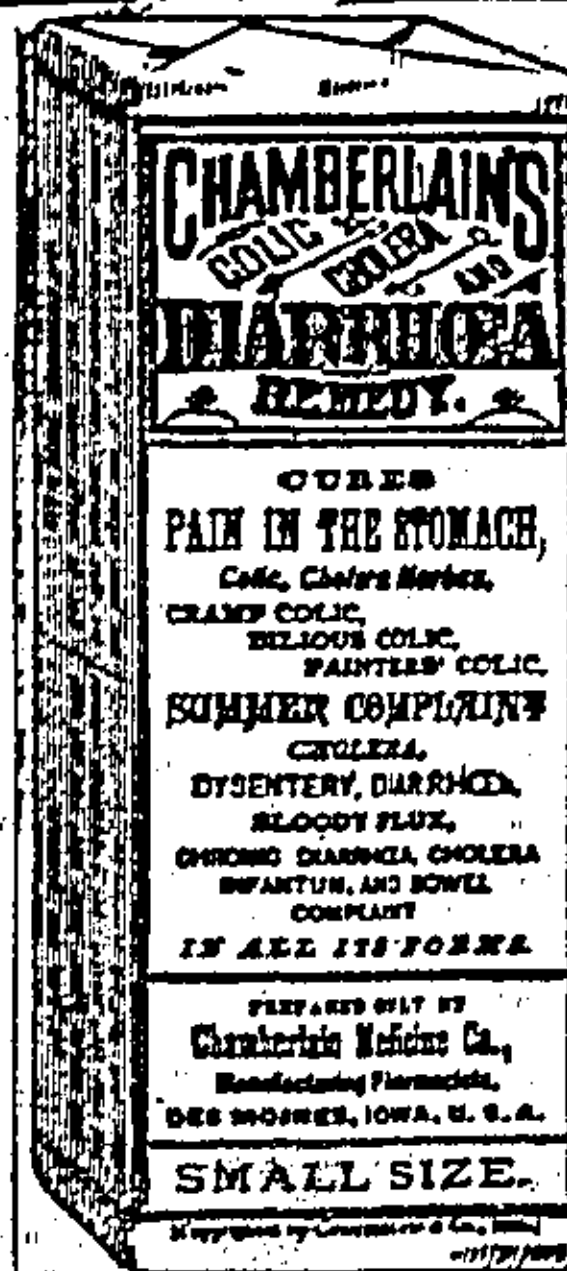
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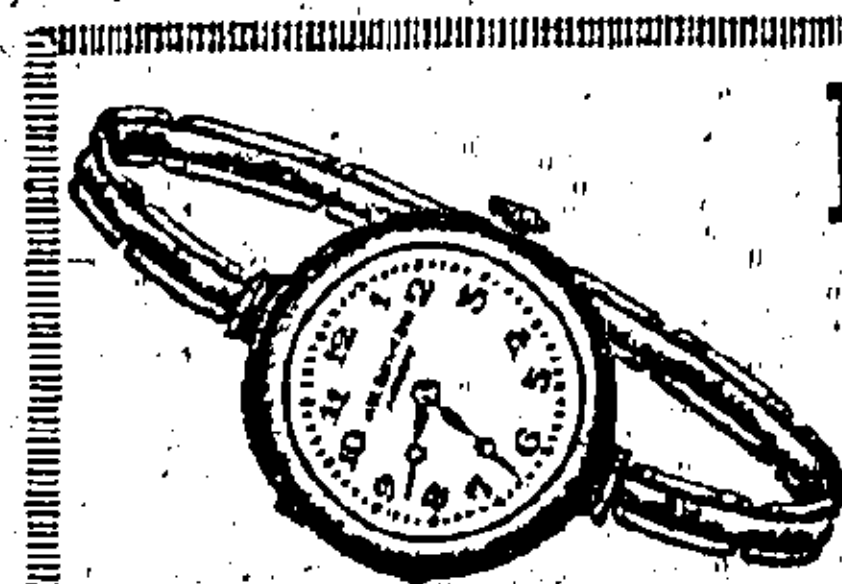


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Swampboats	444	Underwriters	175
China Lights	9.80	Union Insur.	2281
Cement 200	6.00	H'kong. Banks	1,195
Spore. Trams M. Rate	404	Peak Trams	194
H'kong. Elec.	404		
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		Wharves	213
		Watsons	263
		Tugs	320
		Humphreys	234

AND VARIOUS OTHER LOTS
Prospective buyers are reminded that sales or purchases of lots mentioned depend upon our clients and market fluctuations.

HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Potts, in their weekly share report dated Friday, August 22nd, say:—

The market has again ruled strong, and considerable speculation has occurred in certain stocks, causing further advances.

Banks.—Hongkong & Shanghai Banks have ruled steadily during the week with sales reported at \$1,195 to \$1,200 and further buyers at the latter. The latest called quotation from London is £135.50 (middle).

Marine and Fire Insurance.—Hongkong Fires at \$500 mark a further rise. Unions have firmed up to \$225, while China Fires are also higher at \$175. Canton's continue in demand at \$700. Underwriters at \$1.70 and Yangtzes at \$20.

Shipping.—Douglas Steamships are decidedly stronger and the price has advanced to \$81. Hongkong, Canton and Macao Steamboats have been in strong demand, and a rapid rise has occurred. Sales have been made up to \$40. Star Ferries at \$25 and Deferred Indos at \$110 unchanged.

China Sugars were dealt in at the improved price of \$355 and close strong at the rate. Malabons at \$45 are 10% less.

Oils and Mining.—Lungkots (combined) are wanted in the North at Tls. 181. Shell Transports are enquired for at \$2. Benguets at P. 20. Kailans at 70 and Tronchs at 100. Banks are offering at \$5.

Electric Companies.—China Lights have advanced to \$16.19 for the Old and \$10 for the New. Hongkong Electric have been placed at \$408. Hongkong Trams are stronger and have buyers at \$41 ex the interim dividend of 75 cents just paid.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have met with a fair measure of support and the price has improved to \$150. Hongkong and Kowloon Wharves had a considerable set back, touching as low as \$210, but have since recovered and are now quoted at \$215. Shanghai Docks have been bought at Tls. 30. Hongkew Wharves are wanted at Tls. 100 and New Engineers at Tls. 60.

Lands, Hotels and Buildings.—Hongkong and Shanghai Hotels have been an active market and the price has spurred to \$224 for the Old and \$211 for the New ex the interim dividends just paid. A considerable business has been done in this stock both for cash and forward, the highest rate touched for December being \$25, at which a block of \$100,000 shares changed hands. Hongkong Lands showed renewed strength and were done up to \$117. Humphreys Estates have been placed at \$22. Realty at \$2.15 and Territorials at \$1.70 are steady at quotations.

Cotton Mills.—Ewos have been put through at Tls. 100 and continue in request. Orientals have been booked at Tls. 10. Shanghai Cottons have lapsed to a nominal quotation of Tls. 57.

Miscellaneous.—Dairy Farms have ruled firm and have been negotiated up to \$25. Lane, Crawfords have again changed hands at \$17.50 and \$18. Deals have been made in China Providents at \$151 for the Old and \$55 for the New. Green Island Cements (combined) have hardened and could be placed at \$10. There are buyers of Peak Trams at \$10. Sinceres at \$13 and Watsons at \$30.

Exchange.—The T.T. selling rate on London to-day is 2/4 and on Shanghai 7 1/2.

Forward Settlement Days.—August 28th (Tuesday), September 25th (Thursday), and October 25th (Tuesday).

SINGAPORE "TRAMWAY" SHARES.

The following letter appears in the *Financial Times* of July 11th:—
"Sir.—There is either a singular misunderstanding regarding the position of the Singapore Electric Tramways Company or a very striking anomaly in the respective quotations of the five per cent. Debenture stock and the shares, and, as a member of the Debenture Holders' Committee, which committee had a great deal to do in connection with the scheme, I think it is quite time it was pointed out."

The scheme of the management of the property which the company comes under the efficient control of the Shanghai Electric Construction Company, Ltd., was approved some time ago by all the necessary parties, and has been approved by the Court. It is therefore effective.

It is unnecessary for the purpose of this letter to set out the details of the scheme, and it will suffice to give the respective positions of the present five per cent. Debentures and of the Ordinary shares.

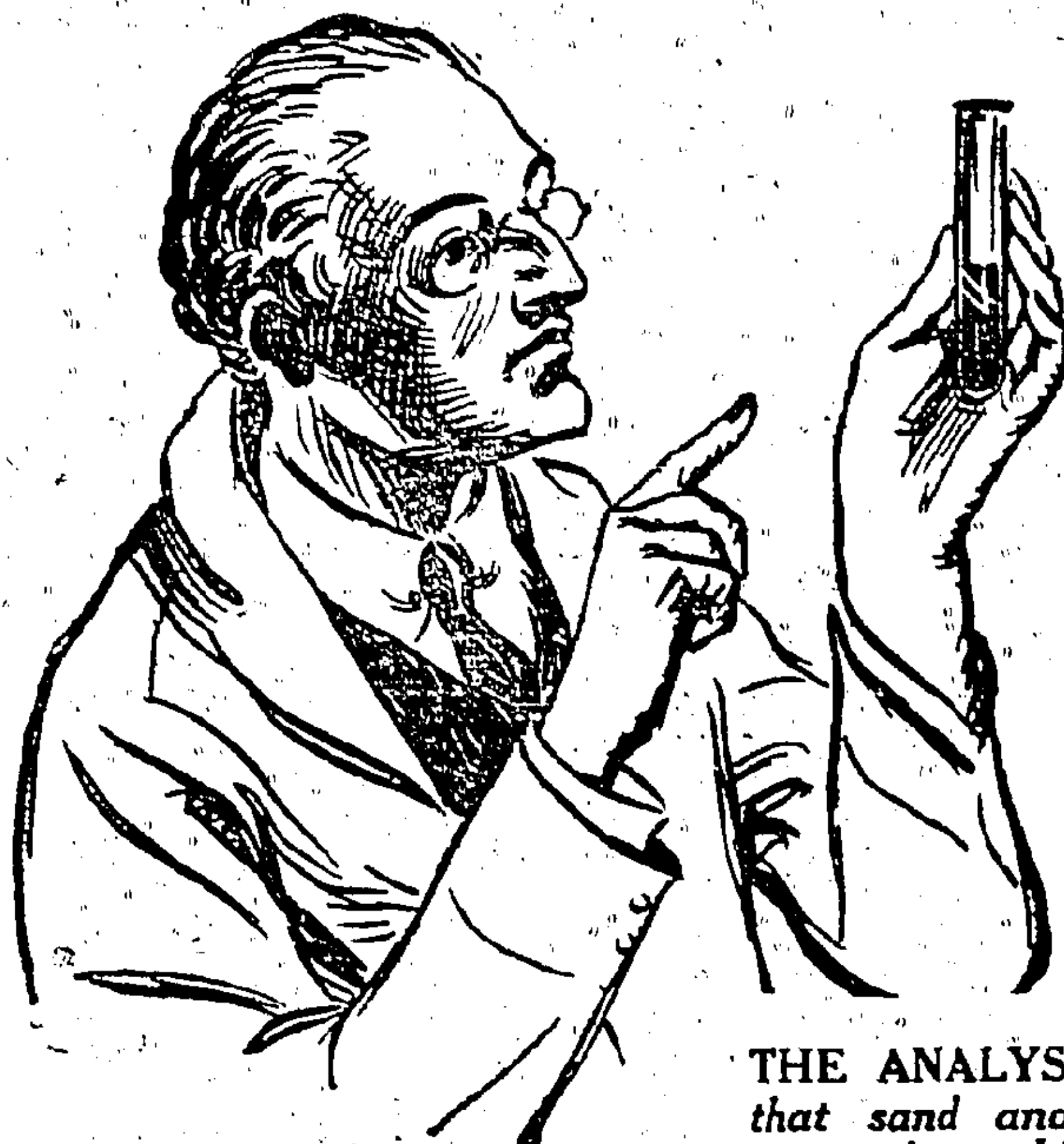
The Debentures are to receive in the new company for each £100 Debenture—70 per cent. in new seven per cent. cumulative Preference shares of £1 each and

40 per cent. in new £1 Ordinary shares. The present 5s. Ordinary shares are to receive one new Ordinary share of £1 for every eight existing Ordinary shares. That statement should clear away any possibility of misunderstanding the position.

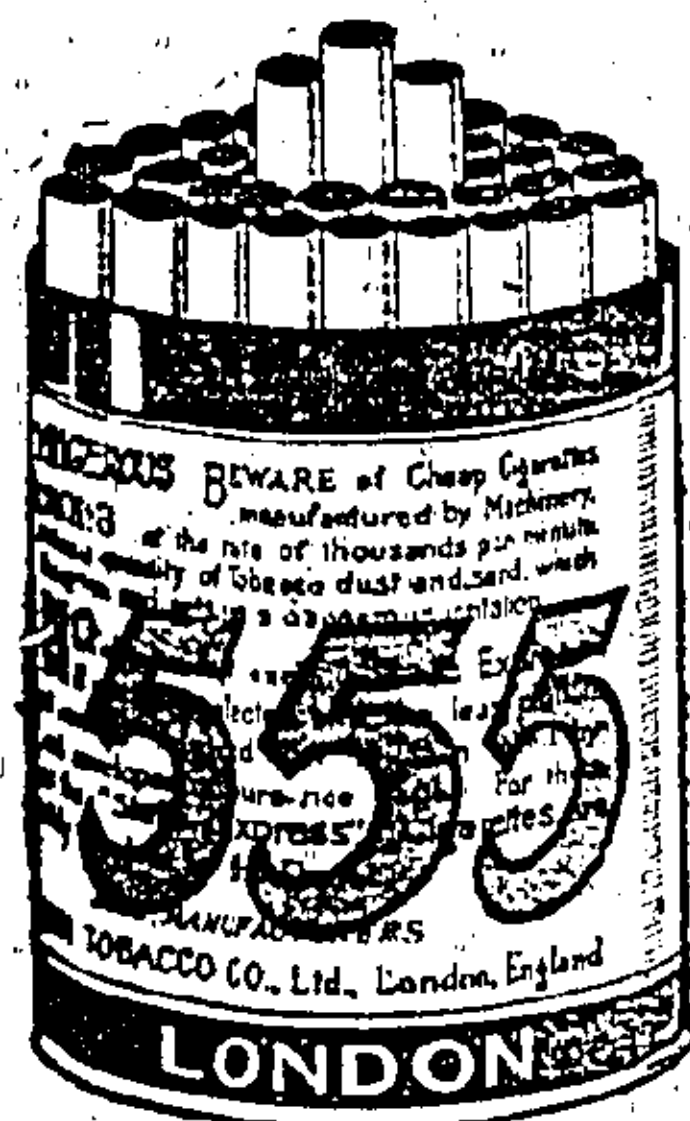
Here is the anomaly:—The present 5s. Ordinary shares are being actively dealt in at between 6s. and 7s. per share. That means (taking the price at 6s.) that the market value of the new £1 Ordinary shares is £2 8s. per share—that is, eight times the quotation of the existing share. Now, if the new Ordinary share is worth this handsome premium obviously the new seven per cent. Cumulative Preference share must be worth at least par. So we get to this:—

Each £100 Debenture receives (a) 70 new seven per cent. Preference at par £70 (b) 40 new Ordinary at £2 8s. £96

Therefore equivalent price of existing Debentures on basis of present price of Ordinary shares is at least £166 (Continued at foot of next column.)



THE ANALYST REPORTS:—
that sand and dust are ever present in machine manufactured cigarettes—a warning for all smokers to study their health and enjoy



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MADE BY HAND—ONE AT A TIME
free from SAND AND DUST

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The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston rod for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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I have only to add that they are quoted below, 80 per cent.

As I have said, it is either a misunderstanding or an anomaly; but, in any case, it seems desirable the investing

public should realise the position.—I am, etc.,

JAMES DAVENPORT,
10, Gracechurch Street, E.C.3.
July 5th.

The only money that can be justifiably adventured in risky business is superfluous or surplus income; it is just that income which is being taken away at present.—Lord Hunsdon.

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All cut specially for us on free lines
that prevent "tightness" at any point
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MEN'S WEAR SPECIALISTS.
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CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]
DR. SUN'S NEW CORPS.

So far, up to the morning of August 22nd, nothing serious or extraordinary unusual had happened in Canton as a result of an announcement of the Canton Merchants Volunteer Corps that it will insist upon the return of the consignment of arms which the Government seized. In addition to stationing troops at Saachwan, Wai-sun Road, and Tungkwai, Dr. Sun Yat-sen is hastening the formation of a Central Inspection Corps of five regiments for his personal service and protection. The Central Inspection Force will surround the city of Canton by quartering outside the business section and at suburbs and villages nearby. South of Canton, the Inspection troops will quarter at Whampoa and Sunchow, where the arms in question have been removed; east, the White Cloud Mountain, Yikong, and Shaho; west, Saachuen, Laisheng, Lusheng, Tsangpo, and Ouhau; and north, Lauhaku, Pehkiocheong, and villages nearby. The only sign of unrest so far has been the exodus of the wealthy families for places where Dr. Sun's mercenaries cannot easily carry out their looting. In homes near Chinking Temple, Wai-sun Road, no little inconvenience has been caused by constant solicitation of incoming troops for cooking utensils and bedsteads.

The merchants are of the opinion that Dr. Sun Yat-sen has nothing to fear from them if he does not try to provoke more trouble by inciting his mercenaries to molest the peaceful residents, in whose midst the outsiders are plainly unwelcome in order to afford him more excuse to interfere with the business community and thus creating a condition by which his newly formed "Red Army" may stand.

NEW CHARGES AGAINST THE VOLUNTEERS.

Additional charges have been brought by the Government of Dr. Sun Yat-sen against the Canton Merchants Volunteer Corps for smuggling arms. Dr. Sun, through the Civil Governor of Kwangtung, has replied to the leading Cantonese organizations who asked for justice to the volunteers. He stated that some of the rifles examined proved to be "73" German-made, while Mr. Chan Lim Pak specified some of them as "82" British make, thus affording evidence that the Commandant of the Corps had been trying to mislead the Government. A high official trying to guard the interest of the merchants has tried to convince Dr. Sun that as long as the permit granted by the Government for a number of rifles is legal, the make of them is of no importance. Moreover, this high official has never been informed that Mr. Chan Lim Pak, the Commandant, had made any oral statements intending to supersede his written application.

Mr. Hsu Chung-hau, managing-director of the Kwangtung Section of the Canton-Hankow Railroad and a leading member of the Merchants Corps, is still held in the General Headquarters of Dr. Yat-sen for his part in helping Mr. Chan Lim Pak to take out a permit for the import of arms.

In the meantime, Dr. Sun Yat-sen has been rushing troops from the "fronts" into Canton City and ordering the foot and mounted policemen out for extra and special duty. It is understood that the City Police force has informally intimated to its chief, General Wu Te-chen, that while the force as a body has enrolled in the Kuomintang Party as urged by the chief, there are individuals in the force who will not go to extreme in carry-out orders against the merchants with whom they come into touch daily in their bent.

The Canton Merchants Volunteer Corps, on August 21st, made a public statement that it has legally and publicly existed for 13 years, that its object and purpose is for self-defence, the protection to the commercial community, and undertaking whatever charitable and social service is entrusted to it from time to time by the people; that it has never participated in political affairs, and that it has harboured none and cannot afford to entertain any animosity against the labouring, the agricultural, or any other class.

Referring to the present consignment of arms for the import of which every legal requirement has been met, the Canton Corps mentions that among the ten or more volunteer contingents which have joined it in the purchase are those of Lungkung, Kwai-chow, Hochuen, Shui-ang, Tungkan, Fatshan, and others. The Canton Corps utter a warning against the possibility had characters creating trouble in order to bring about a desired conflict between capital and labour, as desired by a certain political party and renegades that the merchants, as represented to some extent by the Corps, possess no ill-feeling whatever towards the labouring and the agricultural classes, upon the happiness, welfare, and co-operation of whom the prosperity of the land and the success of the merchants must depend. The Corps again denies strongly the charge of Dr. Sun that its Commandant has employed the strength of the Corps for the overthrowing of his Government.

(Continued on next column.)

THE TROUBLE AT SWATOW.

ANOTHER \$400,000 A MONTH WANTED.

The Swatow papers contain the following communiqué:

"The following telegram was sent by Lin Hu (Director-General of the two Prefectures) and Hung Shao'ling (Co-Director-General) to the Controller of the Salt Gabelle Liao, Commissioner of Finance Chew, Customs Superintendent Fung, Swatow Mayor Tan, Swatow General Chamber of Commerce, and the Chambers of Commerce and Magistrates and gentries in Chow-chow and Kia-ying-chow Prefectures to discuss the financial situation of Chow-chow and Kia-ying-chow Prefectures as under:—

"Our Budget shows a deficit of \$400,000 per month. As this matter concerns the welfare of this place, every one should do his utmost to help in order to relieve the situation.

"A meeting will be held from 1st to 5th of September at the Swatow Guild. We will, of course, send a Deputy to preside over same. With the exception of the Controller of Salt Gabelle, Finance Commissioner, Mayor and Customs Superintendent, all the Magistrates and District Assemblies should send their representatives to attend the above meeting in order to discuss the matter and come to a certain decision. Hope all will attend and wire in reply."

CANTON'S "PEACEFUL" ASPECT.

Yesterday's Canton Gazette announces that "Canton is Peaceful," and under the heading we have the following news of military dispositions to ensure the peace:—

"During the last few days rumours were widely spread in the city to the effect that a general strike of all the business houses would be stated, and giving various other discreditable information with regard to the peace and order of Canton. The Government authorities considered that these rumours were circulated by the "enemy" propagandists aiming at disturbing the peace of Canton, and decided to put a check on them. Squads of detectives were sent out by the Governor's Office and the Police Department of Canton to keep careful lookout for these mischievous persons, and extra numbers of police and armed guards were placed on duty in the various sections of the city. In spite of these widespread rumours, perfect peace is prevailing.

In order to secure order in the metropolitan areas, the Garrison Commissioner of Canton patrols every day. The General Headquarters has decided to organize an army of Military Police to assist in guarding the city territory and check irregular actions by the soldiers and civilians. This Army is to be composed of picked regiment from each of the Cantonese, Yunnanese, Hunanese, Honanese and Western Punitive Armies. Soldiers of the armies have been arriving at Canton to join the proposed Army, the Commandant of which is to be established in side the General Headquarters.

Owing to the importance of the railway line between here and Fatsan, the Commander of the Third Yunnanese Army has kept a sufficient number of soldiers to guard the various sections of the line ever since his assumption of office recently. Through trains are running regularly. The Commander decides also to place a number of armour cars to protect trains of the railway.

CHIEF OF POLICE RESIGNS.

General Wu Te-chen, the Chief of Police and Commander of the Kwangtung Provincial Gendarmerie, who was chiefly responsible for the seizure of the arms and ammunition of the Canton Merchants Volunteer Corps, has offered his resignation. It is considered likely that Dr. Sun Yat-sen, will allow him to resign as the first act of reconciliation to the merchants. It may be recalled that, at a recent meeting of Dr. Sun's party, General Wu publicly accused Commandant Chan Lim Pak of the Merchants Volunteers of intriguing to overthrow the Kuomintang Government of Dr. Sun and intimated that he would defend his chief to the last. Public opinion appeared to have disregarded his charge, and the Volunteers also denounced the vicious accusation, challenging the Police Chief to exhibit evidence to substantiate his accusation.

Colonel Lam Shu-ngai, of the Western Department of Dr. Sun's Army, will succeed General Wu as the Canton Chief of Police. Colonel Lam is a Kuomintang member belonging to the Communist faction headed by Hu Han-min, Liao Chung-hoi, and other Chinese Bolsheviks.

Governor Liao Chung-hoi of Kwangtung is preparing a placard reading: "We have severed our connection with Chan, Lim Pak, as we believe that he is intriguing against the Government," for the merchants in Canton to post outside their shops and offices. Those unwilling to display this sign will be noted as rebels. The merchants have declared that they will not be responsible for the placards or other public notices at a time when strict government censorship has left no room for genuine public opinion.

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ROYAL ENFIELD MOTOR CYCLES:

Model 350 2-34 H.P. ... \$505
Model 180 3 H.P. ... \$765
Model 190 8 H.P. (Combination) ... \$1,135

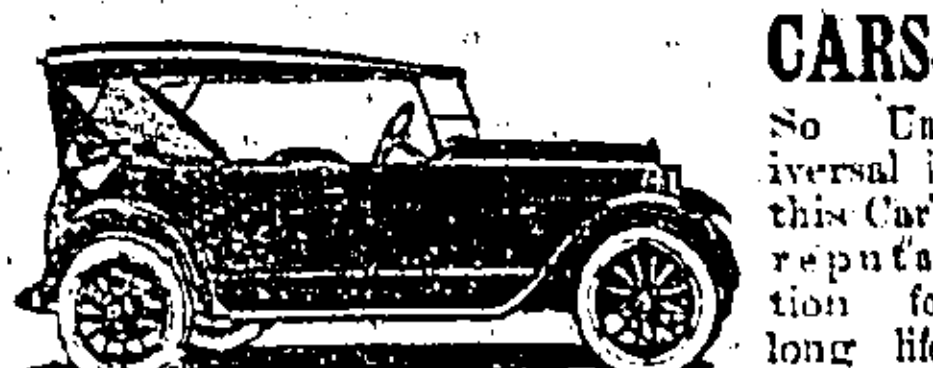
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Six Cylinder Motor Cars, complete with Cowl Lamps; Disc Wheels; Five Cord Tyres and Tubes.



5-passenger Touring ... \$2,375
5-passenger Coach ... \$2,800

DODGE BROTHERS MOTOR CARS.



exceptional mileage records no longer create surprise.

STANDARD MODELS: Complete with Magneto ignition, Five Disc Wheels and five Cord Tyres:

3-passenger Roadster ... \$2,510
5-passenger Touring ... \$2,570
3-passenger Coupe ... \$3,260
5-passenger "B" Sedan ... \$3,645
4-passenger Coupe ... \$3,850
5-passenger "A" Sedan ... \$3,875

SPECIAL MODELS: Complete with Magneto ignition, Nickel Radiator Shell, Cowl Lights, Nickel Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scuff Plates, Motorometer and Lock, Special Blue Leather Upholstery, Five Disc Wheels, and five 6-ply BALLOON TYRES:

3-passenger Roadster ... \$2,730
5-passenger Touring ... \$2,750
4-passenger Coupe ... \$4,115
5-passenger "A" Sedan ... \$4,140

JEWETT SIX-50 (Paige-built) De Luxe Touring Cars.

Complete with Extra Cord Tyre and Tyre Cover; Trunk Rack, Trunk and Body Rails; Combination Stop and Tail Light; Double Bar Spring Bumpers, Front and Rear; Motorometer; Side Lights on Cowl; All-Nickel Head Lamps; Automatic Windshield Wiper; Rear View Mirror; Sun Visor; Disc Wheels ... \$3,250

De Luxe Sedan ... \$4,420

HUDSON SUPER SIX MOTOR CARS, complete with

Cowl Lamps; Spare Cord Tyre and Tube; Disc Wheels and Nickel Trimmings.

4-passenger Touring Car ... \$3,800
7-passenger Touring Car ... \$4,000
5-passenger Coach ... \$4,300
5-passenger Sedan ... \$5,000
7-passenger Sedan ... \$5,500

PAIGE SIX-70 De Luxe Model Touring Cars.

Complete with 8-day Clock; Bumpers, Front and Rear; Motorometer Locked in Radiator; Nickel Radiator and Head Lamps; Automatic Wind Shield Wiper; Rear View Mirror; Spare Cord Tyre with Tube and Cover; Folding Luggage Rack; Trunk Rails; Combination Stop and Tail Light; Sun Visor; Spare Disc Wheels, etc. ... \$5,000

De Luxe Brougham ... \$6,000
De Luxe Sedans ... \$6,300
De Luxe Suburban Limousine ... \$7,050

FEDERAL MOTOR TRUCK CHASSES:

Capacity:	Wheel Base:	Loading Space:
3/4-ton	124"	91"
1-ton	132"	110"
1 1/2-ton	145"	118"
2 1/2-ton	145"	110"
2 1/2-ton	157"	134"
2 1/2-ton	169"	158"
2 1/2-ton	161"	131"
2 1/2-ton	173"	155"
3 1/2 to 4-ton	157"	154"
5-6-ton	163"	154"

Complete Specifications and Prices on Request.

25-30 passenger FEDERAL PASSENGER BUS CHASSIS, 190" Wheel Base; 214" from dash to rear of frame; 6-cylinder engine (H.A.C. Rating 32.75 H.P.); Magneto; specially low Gear Ratio; Electric Lights; Starter and Generator. Complete Specifications and Prices on Request.

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CRIMINAL SESSIONS.

INFORM HIS LORDSHIP, THE JUDGE CHIEF JUSTICE (MR. H. H. J. GOMPERTZ).
THE INDIAN WIFE MURDER CASE.
CHAUFFEUR SENTENCED TO DEATH.

Chin Din, who stands charged with the murder of his wife, Gennah, on May 27th as the result of her alleged infidelity, was subjected to a very severe cross-examination yesterday morning by the Attorney-General.

Prisoner was first questioned as to the purchase of the chopper. After the assault at the City Hall, prisoner said, he was very much afraid and as a further means of protection he purchased the chopper, which he always kept in his car, wrapped in a cloth with which he used to dust the car.

The Attorney-General: You didn't take the cloth up the hillside when you went after your wife and Sandhi Khan?—I left the cloth behind.

On May 22nd you told Mr. Arnold about your wife's infidelity and you told him you proposed to chop her?—I did not say.

Mr. Arnold says you did?—I have been 17 years in China and I have never heard a European tell his except Mr. Arnold. If I said that I was going to chop my wife, he should have reported it.

Witness went on to say that on the morning of the crime he motored to his quarters at about 11.5 o'clock. His wife was not there and he went to look for her.

The Attorney-General: Didn't it occur to you to go and look for her at Mr. Biggar's house?—If it was night time I might have found her there, but not in the day time.

It would be a safer place than the hillside?—At Mr. Biggar's house they would be seen by many Indians who would tell me about it. That is why he did not take her there.

Prisoner was rather confused when cross-examined by the Attorney-General regarding the flight of his wife and Sandhi Khan up the hillside. He first said he was seven or eight paces away from Sandhi Khan when he commenced chasing him. Later he amended this and said that he was seven or eight paces when he first saw them together. When he finished chopping his wife Sandhi Khan had disappeared.

The Attorney-General: You now want to go back on your previous statement that you saw him running up the path as you were chasing him?—When I saw them they got up immediately. I abused them. Sandhi Khan was then eight paces away.

How near did you get to them before they got up?—When I first saw them I was 10 paces away.

Did you see them lying down together?—That is why I ran for my chopper.

So they could be seen from the road?—No.

Look at this photograph, you can see the path. There is nothing to prevent you seeing them?—I crossed a ditch and took one pace up the path when I saw them.

How wide is this ditch?—It is as wide as the Court?—No, the road is not so wide as that.

It is as wide as the Court table?—Take me there and I will measure it for you.

Later the Attorney-General asked: Was your wife's clothing disturbed in any way?—She was not wearing her trousers.

Mr. Fitzroy: I think he means down; not off.

The Attorney-General: Were they down round her ankles or not?—Her trousers were nearly off, one leg in and one out.

THE TWO STATEMENTS.

Dealing with the prisoner's statements in reply to the two charges, prisoner admitted that when charged with doing grievous bodily harm he said he was drunk and did not know whether he assaulted her or not.

The Attorney-General: In your second statement, in reply to the charge of murder, you did not say anything about having caught them committing adultery?—I told the Sergeant (Abdullah Shah) that I caught her.

Re-examined by Mr. Fitzroy, prisoner said that when his wife saw him from the hillside she pulled up her trousers before running away.

Kattah Singh, motor driver of Moon Street, was called for the defence. He said he knew the prisoner and Sandhi Khan. He remembered May 18th. On the evening of that day he saw prisoner standing with Sandhi Khan at 10 o'clock.

Witness said a conversation with them. Prisoner said they had been to a betrothal party. On the following day witness said after work he saw Sandhi Khan and prisoner's wife standing outside the Wanchai theatre. They said they were going to the show. They went in together. He did not go in.

Another Indian driver, in the employ of Mrs. G. F. Haslam, who lived at Repulse Bay, said he had a conversation with Sandhi Khan, who told him that the prisoner was a very bad man. He told witness he had been keeping prisoner's wife secretly, but now he would keep her openly.

Another Indian motor driver, employed by the compradore of Messrs. Loxley & Co., said that on the morning of the crime he saw prisoner drinking a bottle of beer outside the City Hall.

This was corroborated by an Indian watchman who also saw prisoner drinking beer outside the City Hall.

A PROCESSION OF CARS.

When the Court rose at 11.15 a.m. arrangements were made for the Jury to visit the scene of the crime, no fewer than six cars being required to take the party out to Pokfulam, which included his Lordship, his clerk and his interpreter, Counsel, the Jury and the prisoner and the necessary warders.

It was anticipated that the visit would not take longer than an hour but it was 1.15 p.m. before the Court resumed the hearing.

CLOSING ADDRESS FOR DEFENCE.

Mr. Fitzroy commenced his closing address to the Jury at 4.15 p.m. He said the Jury had heard the evidence and had the advantage of having seen the ground. "It is now my duty," said Counsel, "to place before you the prisoner's case and to ask you to give your verdict according to the facts. First of all I want to draw your attention to the prisoner's wife. At the time of her marriage she was pregnant, a fact which the prisoner and her mother were not aware of. Four months afterwards she gave birth to a child of which the prisoner was not the father. It is necessary to tell you this because it gives you some clue as to the conduct of the woman after marriage."

The first thing, Counsel said, he would deal with was the case put forward by the Crown. They had shown that a certain chopper was bought on May 27th and they had suggested that the prisoner went to a certain place and chopped at his wife's feet and legs. In support of this the Crown had produced evidence, that of an Indian constable who saw the prisoner's wife and child go by No. 7 Police Station on the morning of the crime.

With regard to woman's character, continued Counsel, there had been witnesses in the box, Sandhi Khan especially, who had said that there was nothing betwixt him and the woman and Issa Khan had in some degree borne this out.

PROVE OF INFIDELITY.

On May 18th the prisoner went to a betrothal, his wife having gone there two days previous. After the betrothal prisoner arranged for his wife to return home the next day at 10 o'clock in the morning. She did not return on the following morning. On the 20th prisoner had told them he rang up his mother-in-law and enquired why she did not come yet. He was told that she had left on the previous day. Later that day when he arrived home he found his wife and child had returned. He asked her where she had been and thereupon, after some trouble, she confessed to prisoner that she had spent the night before with Sandhi Khan. In corroboration of that they had Kattah Singh who swore to seeing the wife and Sandhi Khan outside the picture palace on the previous day.

On the 21st and 22nd May the prisoner's wife was again missing and they had had it from Mr. Arnold that the prisoner told him his wife was unfaithful. Prisoner told Mr. Arnold of his wife's past history. There was evidence that the prisoner visited the Secretary for Chinese Affairs and there complained about his wife's unfaithfulness.

Counsel then detailed prisoner's visit to the hospital, taking his wife and child away in the car and leaving them near the Sailors' Home. After purchasing four bottles of beer, some of which he drank outside the City Hall, prisoner went to his quarters and not finding his wife there he drove to the bridge where he saw his son. Prisoner had told the Court how he found his wife and the man Sandhi Khan at a spot which the prisoner pointed out to them that very day.

AN EXTRAORDINARY SUGGESTION.

How had the wife got there, asked Counsel. Before leaving her at the Sailors' Home she made an extraordinary suggestion to prisoner, asking him to drive her to Ho Tung's Cemetery. Why did she want to go there? It seemed an extraordinary thing. "I suggest that she made an appointment with Sandhi Khan."

If the case for the Crown was correct, went on Counsel, "would it be necessary for the prisoner to take the woman right along the road and there, commit this terrible assault? If the man intended to commit murder he does not go about it in a way that suggested murder."

"Were the Jury going to believe that the injuries were inflicted when the woman was standing? It was obvious that the woman was lying down and the question was why was she lying down and another question was how did she get there from where the prisoner left her and they all knew why she was lying down."

"Gentlemen, I am going to ask you," went on Mr. Fitzroy, "to believe that this man is speaking the truth. The injuries could only be inflicted by a man who is absolutely mad. No man in his senses would do such a thing. What great provocation the man must have had. He found his wife there with another man. There is nothing I can say that can explain it away except temporary insanity."

A CONSIDERATE FATHER.

"Now then I want you to notice that the man's first care was that of his child. His one object was to get the child away and under proper care. That was the act of a considerate father. That was not the act of a deliberate and wilful murderer. He drives back to Mr. Arnold's and then goes into the City and leaves the child with his mother-in-law."

If this story is not true what did happen? The Crown is going to tell you that he drove out on the Pokfulam Road, then turned down Mount Davis Road,

The Crown are going to ask you to assume that on arrival at this place and that by some extraordinary means prisoner got this woman out of the car and then up the hillside where he persuaded her to lie quietly and put her feet up so that he could chop them, and then that he drove away and some distance down the road he passed Sandhi Khan.

Mr. Fitzroy then pointed out why the prisoner's defence had not been mentioned at the Magistrate's. He did not wish the Jury to think that it had only been prepared at the last moment. That was a matter which was left to his discretion and he had known what the defence would be right from the beginning. In conclusion he asked the Jury to find that the prisoner was telling the truth and the other people, including Sandhi Khan, were not telling the truth. He asked them to find that this woman was there and that Sandhi Khan was there with her, and that on the facts the case against the prisoner was nothing more than manslaughter.

THE ATTORNEY-GENERAL'S ADDRESS.

The Attorney-General said it was for the Jury to decide whether the prisoner was guilty of murder or manslaughter. If they believed the case for the Crown it was murder, but on the other hand if they believed the prisoner's story they must find a verdict of manslaughter.

There were a number of points raised by the prisoner which were not correct. He would remind the Jury that the prisoner had told the police that he had been looking for his wife for three days. That was not correct because it had come out in evidence that she was at his house on the day before she was found at Issa Khan's house.

He put it to the Jury that the prisoner took the deceased out on that road with the intention of either killing her or wounding her very seriously. There were several things in the prisoner's story which he thought made it unlikely, that they were true. They were improbabilities.

The prisoner had said that on the morning of the crime he went to his quarters to look for his wife and did not find her there. Nobody saw him make that visit although it was more than likely that he would be seen by the servants directly he approached the servants' quarters. He had said that he saw that the woman was lying in bed asleep. In view of what his wife had told him earlier in the day that she had an appointment with this man why did he not wake her up. It was most unlikely that he visited the servants' quarters at the time he stated.

WHY SANDHI KHAN WAS NOT ON THE HILLSIDE.

Referring to Sandhi Khan, the Attorney-General said it was most unlikely that he was on the hillside that morning. After wounding his wife it would not take the prisoner long to get back along the road and past the spot by car where, according to the Indian constable, Sandhi Khan was standing. If, as the prisoner had stated, he saw Sandhi Khan with his wife, it was not possible for Sandhi Khan to make his way through the scrub, up hill and down dale and arrive there before the prisoner arrived there in his car. The constable had said that when he saw Sandhi Khan he was neither hot nor breathless. Then again did it seem likely that Sandhi Khan was, according to the prisoner, had seen the woman being attacked would place himself in a position where he could be attacked. And was it at all likely that the woman having made an appointment with Sandhi Khan would drag the child with her and leave it in the road while she went up the hillside.

THE CHOPPER.

Then there was evidence for the Crown that an Indian dressed in uniform purchased a chopper on the morning of the crime which the purchaser took away wrapped in foreign newspaper. He asked the Jury to remember that a chopper of the type that sold on the morning of the crime had been found near the scene of the murder as well as a piece of foreign newspaper.

In conclusion he asked the Jury to find that the prisoner was guilty of murder.

HIS LORDSHIP SAYS UP.

His Lordship, in summing up, pointed out that the Jury had visited the scene of the crime and that they had noticed several cars pass while they were there. Did the Jury think that a man could be there with a man on a path practically in view of the road, and also leave a child on the road, who, if asked where his mother was, would say: "Up there." The prosecution had produced a man who sold a chopper to a chauffeur in white uniform at 9.20 a.m. on the day of the crime. The chopper had borne two distinguishing marks and a chopper bearing these marks had been found near the scene of the crime. The Jury had to consider whether the prisoner had been brooding over the matter for several days prior to the attack or whether he did actually come upon her in the act of committing adultery.

PRISONER FOUND "GUILTY."

CLAIMS HIS HANDS WHEN SENTENCED TO DEATH.

The Jury then retired to consider their verdict. This was at 6.10 p.m. Twenty-five minutes later they returned to Court. A unanimous verdict of "Guilty" was returned and his Lordship after donning the black cap sentenced the prisoner to death.

After the sentence had been interpreted to him he clapped his hands in a feeble sort of way and said with a brave attempt at a smile: "I am glad to hear that."

Two warders rose and forced the prisoner to sit down. As he was being taken out of the dock he shouted in broken English: "I never want to see any more of bad men like these."

The Court finally rose at 6.45 p.m.

THE SHAMEN STRIKE SETTLEMENT.

We mentioned the fact that the *Canlon Gazette* came out without a line on Wednesday in reference to the return of the Chinese employees to Shamoen. In its Thursday's issue our contemporary says that a report which occupies two columns in the paper was "unaccountably omitted from Wednesday's issue."

In this account we are told that the decision to end the strike was reached only after a long and stormy meeting at the strike headquarters (late on Monday night). A minority held out for a long time for guarantees of one kind and another and they were not easy overborne.

Yesterday (Tuesday) morning the malcontents again refused the strike, and not until a dispatch had been received from Dr. C. C. Wu, assuming full responsibility for the carrying out of the terms of settlement, were they finally appeased.

"It is well that this last hour episode should be recorded as a reply to those who have glibly assumed that a mere word from the Government would have settled the strike long ago without regard to the wishes of the strikers. Anything in the nature of coercion or forcible measures would more probably have aroused serious resistance, and a settlement in such circumstances could not have proved more than temporary."

THE BELL-RINGING INCIDENT.

This is how the bell-ringing incident is described by our contemporary:—

"One of the strike leaders, it seems, had conceived the brilliant idea of carrying a hand bell with him, which he rang all the way through as the procession marched on its way to Shamoen. Presumably he felt it necessary, like a shepherd leading his flock, to keep ringing the bell so as to indicate the direction in which he was leading them."

The procession entered and passed through the French concession, with the bell ringing, and no trouble occurred there.

After the procession entered the British concession, an officious little individual named Watson, took it into his head to rush forward and take away the bell from the bell-ringer.

At once the procession halted. A muttering and rumbling started all along the line and threatened to become serious. Fortunately, however, Mr. Luk King Fo, the calm and always unruffled deputy of the Foreign Bureau, was at hand, and he went off to the British Consulate to refer to Consul-General Giles. The bell-ringer insisted upon the bell being returned him. He contended that Mr. Watson had no right whatever to take the bell away from him; it was his property. If there was any objection to his bell-ringing, he, of course, would stop ringing, but what business had the foreigner to take his bell away? he told Mr. Luk.

Upon Mr. Watson returning the bell to its owner, the procession resumed its march, without any more bell-ringing, but the incident shows how tactless individuals like Mr. Watson can be, and how often trouble arises precisely on account of such tactlessness. Of course, as Mr. Luk King Fo observed, the bell-ringer neither intended nor implied anything offensive or disrespectful to the residents of Shamoen by carrying the bell and ringing it.

[However that may be, the bell-ringer, and also "the calm and unruffled deputy of the Foreign Bureau," who led the procession, must have recognised that for them to come into the foreign settlements making this continuous din was impudence of the most challenging character.—Ed. H.D.P.]

NATIVE BANKERS AT CANTON SUSPEND BUSINESS.

[FROM OUR CHINESE CORRESPONDENT.]

DOES IT FORECAST A GENERAL STRIKE?

As a protest against the Government forcing upon the market of unsecured banknotes of the Central Bank the native bankers in Canton have suspended business on August 22nd, thus affecting the whole business community. This may be the forecast of a general strike in Canton.

Dr. Sun Yat-sen has practically exhausted all his means of getting money to support his mercenary, who at one time numbered nearly 100,000. No further sales of public lands and buildings is possible, as very few inches of real public lands have been left at his disposal. The sale of cemeteries has met with no little opposition from a people who still regard the graves of their parents with respect. More war imposts will arouse active opposition of the masses. Dr. Sun's last scheme has been the establishment of a bank, undertaking to issue paper money. There is no secret that the Central Bank has no capital. The announced capital of the Central Bank is \$10,000,000, procured through the sale of a bond issue of equal amount. It is said that so far not a cent of the proposed \$10,000,000 bond issue has been subscribed for. Friends to Dr. Sun, however, have been responsible for the information that the Central Bank will not withdraw its notes from the market, as several days ago it succeeded in getting nearly \$20,000 to operate the Bank.

SPECIAL NOTICE.

JUST ARRIVED BY REFRIGERATOR—
S.S. "GLENIFFER"—A CONSIGNMENT OF
FRESH SCOTCH FISH.

BLOATERS per lb. .60c.
SMOKED KIPPERS60
" HADDOCKS80

ALSO STOCKS OF CHEESE:—

ROQUEFORT
GORGONZOLA
ENG CHEDDAR
GRUYERE

LANE, CRAWFORD, LTD.

PHONE 4567.

HOUBIGANT'S
QUELQUES FLEURS PERFUME
AND
CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA NEW-PROCESS RECORDS

3 FAVOURITES

3338 FELIX KEPT ON WALKING Fox-Trot
ROBINSON CRUSOE BLUES
3331 I LOVE ME
WHISTLING
3349 LAST NIGHT ON THE BACK PORCH
THE DOM PAH TROT

ANDERSON'S.

Wm. Powell Ltd.
12, Des Voeux Road.

FELT & SUEDE
HATS
for Sportswear.

AUTUMN STRAWS.

SILK HOSIERY
CORSETS

UNDERWEAR.

NEW ADVERTISEMENTS

DUNBAR BROTHERS' CO., LTD.

NOTICE

A MEETING OF THE CREDITORS of the FIFTEENTH DAY OF SEPTEMBER, 1924, at the Office of the Liquidator, CHARTERED BANK, BEHNSON, 3, QUEEN'S ROAD CENTRAL, Victoria, Hongkong, at TWELVE O'CLOCK in the FORENOON, pursuant to the provisions of Section 181 of the Companies Ordinance 1911.

At this Meeting the Creditors will be asked to determine whether an Application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company or for the appointment of a Committee of Inspection.

JOHN FLEMING, Liquidator.
Dunbar Brothers' Co., Ltd.,
Hongkong, 22nd August, 1924. [1174]

NORDEUTSCHER LLOYD BREMEN

THE following GOODS having been "Over-hauled" at various Steamers, leaving 1923 will be sold at PUBLIC AUCTION on the 31st SEPTEMBER, 1924, at the Central Storage, etc. The Auction will commence at 11 A.M.:

RE-SS. "SILVERHORN" (13th JANUARY, 1923, at Hongkong).
4 Bales IRON-BARS, at Hongkong.
RE-SS. "PEACE" (28th FEBRUARY, 1923, at Hongkong).
1 Piece STEEL-PLATE, at Hongkong.
RE-SS. "WESER" (19th SEPTEMBER, 1923, at Hongkong).
40 Pieces IRON-BARS. [1169]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 12th September, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 22nd August, 1924. [1170]

NOTICE TO CONSIGNEES.

The Steamship "WEAY CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 22nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th proximo, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 22nd August, 1924. [1172]

STRUTHERS & BARRY.

FROM SAN FRANCISCO AND LOS ANGELES VIA PORTS.

THE Steamship

"WEST PROSPECT"

having arrived from the above-mentioned ports, Friday, 22nd August, 1924. Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports Office, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged Cargo is to be left in the Godown where it will be examined at 10 A.M., Thursday, 25th August, 1924, by Messrs. ANDERSON & ASH, Marine Surveyors.

All Claims must be presented within 10 days of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be recognized after the Goods have left the Godown, and Cargo undelivered after 25th August, 1924, will be subject to Rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY, Agents,
U.S.S.B. Emergency Fleet Corp.,
Hongkong, 22nd August, 1924. [1173]

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY SUMMER MEETING POSTPONED

Till 30th and 1st INSTANT.

E. D. MATTHEWS, Secretary.

[1171]

WANTED.

An Experienced TYPIST.
Apply—Box No. 1175,
c/o Hongkong Daily Press.

[1173]

WANTED.

An Efficient STENOGRAPHER.—Apply stating Experience and Salary Required to—
DRAWINGS, Solicitors.

[1169]

BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND of \$3.00 per Share has been Declared for the HALF YEAR ending 30th June, 1924.

The Dividend will be Payable on and after MONDAY, the 15th SEPTEMBER, 1924, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th SEPTEMBER, 1924, to SATURDAY, the 13th SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
LI TSE PONG,
Acting Chief Manager.

Hongkong, 1st August, 1924. [1163]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1923, and will be Paid on FRIDAY, the 29th AUGUST, 1924, at Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully paid) and 17 Cents (\$0.17) per Share on New Shares (\$0.09) per Share on the New Shares (1924 Issue) upon which \$2.50 per Share was paid up on the 15th March, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 25th AUGUST (both days inclusive).

SHEWAN, TOMES & CO., General Managers.

[1076]

VICTORIA RECREATION CLUB.

SWIMMING—SWIMMING!

FOURTH NIGHT FETE

Will be held on

SATURDAY, the 30th INSTANT.

Commencing 9 O'CLOCK.

Admission at Usual Prices.

SPECIAL ATTRACTION.—On SATURDAY, the 23rd INSTANT, 9 O'CLOCK.—LOCAL CHAMPIONS versus JAPANESE AMPHIBIOUS SWIMMERS. Reserved Seats—\$1.50. Booking at AYLESBURY MUSIC STORE and VICTORIA RECREATION CLUB. Large Band in Attendance on both Evenings.

R. C. WITCHELL,
Hon. Secretary.

[1151]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "G. L. A. C. S."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 25th August.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1924. [1161]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EUMAEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 21st August.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1924. [1167]

INTIMATIONS

G. R.

NOTICE.

THE Cable Steamer *Stora Nordiska* will be employed on Cable Work in the Harbour for the Next Few Days.

(a) In the Cable Reserve between North Point and HONGKONG.

(b) Between the SOUTHERN POINT of the KOWLOON PENINSULA towards QUEEN'S PIER.

All Vessels and Craft are hereby Notified to give the Cable Vessel a Wide Birth and proceed at Slow Speed when passing.

(Sd.) G. F. HOLE,
Harbour Master.

Harbour Department,
Hongkong, 20th August, 1924. [1164]

G. R.

PUBLIC AUCTION.

THE Underigned have received instructions To Sell by Public Auction

on
TUESDAY, WEDNESDAY & THURSDAY, the 26th, 27th and 28th SEPTEMBER, 1924,
at H.M. NAVAL YARD, Hongkong, and
at Kowloon Naval Depot,
Commencing Each Day at 9.30 A.M.
with an Interval from 12
to 1.30 P.M.

OLD AND SURPLUS NAVAL STORES, &c.

Comprising—
Ironmongery, Dinghies, Whalers, Cutters, Gigs, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Bails, Mattresses and Fittings, Life Bails, Carrels, Rugs, Mats, Pillows, Counterpanes, Blankets, Sheets, Canvas, India Rubber and Metallic Hoops, Old Canvas, Canvas Bags, Old India Rubber, Old Leather, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead, Zinc and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood and Iron Blocks, Lamps and Lanterns, Ranges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Kerosene, Chain, Chain Cable and Gear, Drilling Machines, Oil, Paint and Paint Ingredients, Lathes, Power Driven Saws, Pumps and Cutter Engines, Easles, Compasses, Clocks, Iron Drums, Old Packing Cases, Dirty Lubricating Oil, Old Casks, Smith's Forges, Air Compressors, Masts and Spars, Table Fans, Boats Sails, &c., &c.

Lots may be inspected on MONDAY, the 1st SEPTEMBER, 1924.

ALSO SALES OF
OLD AND SURPLUS VICTUALLING STORES

at Kowloon on FRIDAY, 5th SEPTEMBER, 1924.

Comprising—
Table Linen, Implements, Serge, Flannel, &c., Remnants, Sundry Articles of Mess and Table Gear and Clothing (including Electro Plated Goods), Condemned Provisions for Poultry Feeding, &c.

Terms of Sale.—As detailed in Catalogue.
HUGHES & HUGHES, LTD.,
By Appointment Auctioneers to the Admiralty.
Hongkong, 16th July, 1924. [1157]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIP during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$80. for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—8 hours.

The Trip occupies 8 to 9 days, and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City if required.

For further Particulars and Dates of Sailing, Apply to—
DOUGLAS LAFRAIK & Co.,
General Managers,
Douglas Steamship Co., Ltd.,
Hongkong, 17th June, 1924. [508]

TO LET.

SINGLE ROOMED OFFICE on 1st Floor, 14, FEUDER STREET.

Apply—PROXYNOT OFFICE,
JARDINE, MATHESON & CO., LTD. [1153]

TO LET.

SHOP AND OFFICES, No. 12, PRINCE STREET.

Apply at the PREMISES. [1100]

TO-DAY TH SUNDAY

at 2.30, 5.15, 7.15 & 9.15.

Betty Compson

and Bert Lytell

in

TO HAVE

and

TO HOLD

ADVENTURES OF FELIX

TOPICAL BUDGET 671

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF THE MOTHERLAND

Go to the four corners of the earth and there are the sons of the Motherland. Sweep the seas of the universe and there are the ships of the Motherland. Search the hearts of the Empire and there are ties to the Motherland. One of them is

DEWAR'S

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS.

A. S. WATSON & CO. LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

MARRIAGE.

BUELL-COCHRAN.—At Kowloon, on August 15th, Louis Buehler, daughter of Dr. and Mrs. CAMILLA COCHRAN of Tainan, to Mr. WILLIAM ACKERMAN BUELL of Princeton, N.J.

DEATHS.

HUEBNER.—At Shanghai, on August 15th, HERMANN HUEBNER, aged 54 years.

MARKHAM.—At Wooning, on August 18th, Capt. HARRY MARKHAM, Wooning-Hankow Pilot Association, Ltd.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press

Hongkong, August 23rd, 1924.

THE WAR SCARE AT SHANGHAI.

It is satisfactory to learn from a cable in to-day's issue that the money market at Shanghai reflects growing disbelief in the rumours of impending war in the province of Chekiang.

Apprehension is not entirely dissipated, for Reuters' correspondent refers to the distinct improvement in the financial situation in Shanghai as reflecting merely "a less strong belief in the inevitability of war between Kiangsu and Chekiang."

This talk of impending war "between these two provinces is not new. As a Shanghai contemporary remarked a week ago, "every summer war rumours fill the minds of those who find no other madness to think about."

Certainly during the past few weeks they appear to have been occupying a good deal of space in the Chinese Press of the North, and it is not surprising that the details have been published of the alleged plan of attack should have created much uneasiness among the Chinese people, and possibly among not a few members of the foreign community at Shanghai.

The N.-C. Daily News, a few days ago, affirmed that "the gentry of Chekiang and Kiangsu are bitterly opposed to a war between their respective Tsuchus and have required both to sign an agreement of peace. There is only

one serious outstanding issue at the present time between Nanking and Hangchow, namely, the appointment of the Chief of the Shanghai Constabulary, to succeed the late General Hsu Kuo-LING and surely that is not an issue over which two clever and apparently well-intentioned Governors will make war. Shanghai, the heart of the two provinces, represents too much in wealth and vested interest to the Chinese of both provinces to permit any war to transpire within its environs, and a war distant from Shanghai probably would be inconclusive and surely insufficiently spectacular to win acclaim for either general."

From the reports in the Chinese Press it would appear that there are other grievances besides the one mentioned in the foregoing extract, and the trouble is not such as concerns only the two provinces. It would seem that the question of war or no war rests with Marshal Wu PEI-FU.

Last year when there was a project to attack Chekiang, he opposed it because he felt that it could not be undertaken while the insurrection in Szechuan remained unsuppressed, and he expected to be able to "pacify" the Tsuchun of Chekiang by offering him the post of Vice-President of the Republic.

Now Wu PEI-FU is represented as being prepared for the attack upon Chekiang, the grievance against the Tsuchun being that he has refused to turn out the troops who were defeated in Fukien and has allowed their Generals to maintain relations with bandit organisations in Anhui province which foreshadow trouble. And as a reason for immediate action it is represented that Chekiang is unable to expect the same outside support as it could have counted upon last year.

There is the further statement to be noted that the President of the Republic approves of the projected attack. Finally we have the report that "by the order of General Wu PEI-FU, General SUI CHUAN-FANG, Director of Fukien and Kwangtung Defence forces, has made complete preparation for war against Chekiang and General SUI will move his headquarters to Yenching-fu."

It is represented that the military forces for the attack will be furnished by the provinces of Anhui, Kiangsi, Kiangsu and Fukien, and particulars are given of the number of troops each will furnish. With all this wealth of detail in the Chinese papers it is not surprising that there has been a brooding pessimism among the Chinese of Shanghai, but we take the news of the improved state of the money market yesterday as a proof that Chinese commercial circles are satisfied that there is a good deal more of imagination than of fact in the current reports.

The Royal Hongkong Golf Club's summer meeting at Happy Valley has been again postponed. It is now fixed for next week end, the 30th and 31st inst.

For demanding more than his legal fare and using abusive language, a ricksha coolie was fined \$3, or seven days in default, at the Central Magistracy yesterday.

Sir F. Aglen, Inspector-General of the Maritime Customs, left Peking for Peitaiho on August 17th on a month's leave. The Deputy Inspector-General will be in charge during his absence, but important questions will be referred to Sir Aglen at Peitaiho for decision.

A Chinese charged with a murderous attack on another Chinese on the *Hong Nam*, between Singapore and Hongkong, was remanded for a week at the Kowloon Magistracy, yesterday, because the complainant had disappeared from the hospital in which he was being treated.

The engagement is announced of Miss Aubrey Josephine Howe, daughter of the late Major Joseph Howe, and of Mrs. Howe, Vancouver, B.C., to Mr. Reginald Albert Cunliffe of the Chartered Bank of India, Australia and China, Hongkong. (Vancouver and F.M.S. papers please copy.)

A meeting was held at Volunteer Headquarters yesterday evening for the purpose of raising a H.V.D.C. cricket team. Lieut. Col. Bird, D.S.O., presided, and after it had been decided to raise a team to play friendly matches with other units and clubs in the Colony, a proposal was made to form a General Sports Committee to deal with all branches of sport.

The following were elected, with power to add to their number:—Chairman, Lieut. W. Brackenbridge, M.C.; Members, C.S.M. W.H. Edmonds, Edmonds, Pte. A. C. I. Bowker, Pte. E. J. R. Mitchell, and Pte. H. Owen Hughes.

The Chinese Community of Hongkong are holding a monster Bazaar for the purpose of raising funds for the relief of the distress caused by the disastrous floods in the neighbouring Province of Kwangtung. The proprietors of the International Restaurant at West Point have kindly consented to place their new building at the corner of Queen's Road West and Hill Street, a huge 5-storied building, at the disposal of the Flood Relief Committee for that purpose.

The Tung Wah Hospital Board, the Chinese General Chamber of Commerce and the Confucian Society and numerous other public bodies and associations have all offered them assistance and support in promoting the success of the scheme. It is the Committee's intention to open the Bazaar on the 30th August and to continue the same for 7 days and 7 nights. The Committee appeals to the general public for donations or gifts for sale in the bazaar which donations or gifts may be sent to the Chinese General Chamber of Commerce at No. 65-66, Connaught Road Central.

The Chinese General Chamber of Commerce, The Tung Wah Hospital, The Wing On Co., The Sun Co., The Sincere Co. and the Confucian Society have kindly consented to receive and forward charge of all donations and gifts which may be generally donated or made.

Mr. Young Hee is Hon. Secretary of the Chinese Flood Relief Committee.

One British case of typhoid fever was notified to the Medical Officer of Health on Thursday.

At the Marine Court yesterday, a man was fined \$15 for carrying 15 persons in excess of the authorized number in his passenger boat.

Milosh "Radakovich," a destitute Russian, who said he had come from Chefoo hoping to find work as a baker, was sent to the House of Detention on a Court order yesterday.

A Singapore contemporary says:—The residence of Mr. Justice Barrett-Lennard has been broken into and a silver coffee pot stolen. Which only shows that a burglar, like the law, is no respecter of persons!

Major F. A. B. Johnstone, 2/4 Bombay Grenadiers (K.E.O.), who has been granted leave on the recommendation of a Medical Board, is proceeding to the United Kingdom to-day on the P. & O. *Janina*.

Yesterday's Command Orders contain extracts from the *London Gazette* notifying the promotion of Capt. J. F. Drake, East Surrey Regiment, to the rank of Major, and of Lie

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)LONDON CONFERENCE.
DISCUSSIONS IN BERLIN.

BERLIN, August 22nd.

After sitting for several hours the German People's Party in the Reichstag unanimously decided to accept the decision of the London Conference despite the burdens imposed on Germany, but added it was the duty of the Government to clear up the diplomatic situation by all the means in its power.

The German National Party of the Reichstag unanimously decided to adhere to its resolution demanding the immediate evacuation of the Ruhr and the restoration of German railways, etc.

The Chamber was last night adjourned until this morning. A communist motion which was rejected proposed the adjournment until the Senate had discussed the Amnesty Bill.

GERMAN GENERAL ELECTION.

All the papers interpret the Nationalist Party resolution as meaning that the party will vote against the Dawes Bills in the Reichstag next week, thus ensuring their rejection. This will mean the immediate dissolution of the Reichstag and another general election, which will be tantamount to a plebiscite.

DEBATE IN FRENCH CHAMBER.

PARIS, August 22nd.

The Chamber has begun the debate on M. Herriot's statement. Although there is no doubt that the Premier will obtain a substantial majority, there is the prospect of a series of long speeches in the Chamber and Senate. Thus the discussion will probably not end before the middle of next week at the earliest.

EARLIER CABLES.

M. HERRIOT EXPLAINS.

PARIS, August 21st.

The Chamber was packed when M. Herriot made a statement on the London Conference. He said the Conference was only the first stage towards real peace. The Agreement marked the beginning of a new era. There was undiminished guarantee and security ensured to France by the Treaty of Versailles. The consequences would be grave if the Agreement were repudiated, and the policy of isolated action preferred. The policy in the Ruhr had dominated the negotiations; and though he refused to allow the Ruhr to be included in the Conference it was impossible for him to eliminate the problem, all the more because there were very strong reasons for thinking that if France remained in the Ruhr she would remain absolutely alone.

There was a choice between the re-establishment of an inter-Allied entente and the maintenance of isolated action. The French Government had neglected no opportunity of bringing up the question of inter-Allied debts, but it was impossible to join the discussion of debt to the execution of the Dawes plan. These debts, and the question of security, would be discussed at a special conference later, but he had obtained a promise that the evacuation of the Cologne zone would not be contemplated until Germany had satisfied her Treaty obligations, including disarmament. The Conference had come to a deadlock on July 26th, and its failure had not seemed impossible. M. Herriot claimed that France saved the Conference by proposing an arbitration solution.

M. Herriot's speech was applauded by the Left, whilst laughter and protests came from the right and noisy interruptions from the Communists, who subsequently violently demonstrated on the amnesty question, compelling the President to suspend the sitting.

M. Herriot strongly opposed a motion by M. Bokanowski to adjourn the Conference discussion until the committees had reported their plans. The motion was rejected by 329 to 205. A Communist motion was rejected by 339 to 26.

GERMAN COUNCIL AND DAWES REPORT.

BERLIN, August 21st.

The Federal Council has adopted all the Bills for carrying out the Dawes report.

The representative of Mecklenburg-Strelitz voted against the Bills. The representative of Thuringia abstained from voting. The Railway Bill, involving a change of constitution, was adopted by the requisite two-thirds majority. The representatives of Bavaria, Thuringia, Wurttemberg and Mecklenburg-Strelitz abstained.

LATEST CABLES.

BRITISH NAVAL TOUR.
CELEBRATIONS AT OTTAWA.

OTTAWA, August 22nd.

Admiral Field, commanding the Special Service Squadron, and his staff were the guests of honour at a State dinner.

The Prime Minister, Mr. Mackenzie King, said there was no doubt that Canada was prepared to play her full part if ever danger threatened the Empire.

Mr. Borden said that Canada's assumption of nationhood involved all the responsibility of preparation for national defence.

Admiral Field, in reply, alluded to the restriction of the British naval forces by the Washington Agreement and the necessity of the continued provision of safeguarding the Empire trade routes. He emphasised that naval defence involved a long period of training. It took three years to build a battleship and nine years to train officers and men.

PLANES FOR THE AMIR.

SIMLA, August 22nd.

In response to a request from Kabul two British aeroplanes from Peshawar with an Afghan officer aboard have been sent to Kabul with a view to purchase by the Amir's Government.

EARLIER CABLES.

U.S. WORLD FLIGHT.

DEPARTURE FOR GREENLAND.

REYKJAVIK, August 21st.

The American world fliers, Lieut. Lowell Smith and Erik Nelson, and the Italian aviator Locatelli, have departed for Greenland in splendid weather.

Smith left at 7.5 o'clock Nelson at 7.10 and Locatelli at 7.21 this morning. When they passed the convoy warship Richmond eighty minutes later, Locatelli was five miles ahead.

HALIFAX (NOVA SCOTIA), August 21st.

A wireless message from Frederikssund, Greenland, says the American fliers Smith and Nelson arrived there this evening. The message does not mention Locatelli.

CAPT. DOISY IN MARSEILLES.

MARSEILLES, August 21st.

Capt. Pelletier Doisy arrived, and was welcomed by cheering inhabitants and by the authorities.

Capt. Doisy had an enthusiastic reception from the cheering crowds, and was banqueted by the Municipality.

TROUBLE IN AFGHANISTAN.

PRETENDER TO THRONE ACTIVE.

LONDON, August 21st.

Reuter learns that the Ghilzai tribe, under the pretender to the Afghan throne, is operating at Khost, and has captured Altunur, which is a minor pass leading to Kabul. The Amir is returning to Kabul.

RUSSIA BLAMES BRITAIN.

Russian newspapers for the past fortnight have been full of anti-British propaganda, asserting that British agents have fomented the insurrection in Afghanistan. According to a Tass message, the Soviet official organ, support to British workers to give their support against "British oriental aggression." It alleges that the insurrection in Afghanistan is a blow directed against the Soviet.

TROUBLE IN THE SOUDAN.

DEMONSTRATIONS CANCELLED.

CAIRO, August 21st.

The Soudan is quiet. Demonstrations arranged for all over the country tomorrow have been cancelled by the organisers.

COVENT GARDEN STRIKE.

SIGNS OF SPREADING.

LONDON, August 21st.

The executive of the National Union of Railwaymen has decided to co-operate, if necessary, with the Transport Workers' Union, in stopping the cross-Channel supply of fruit and vegetables for Covent Garden.

THE WORLD'S SPORT.

HOME CRICKET.

VISITORS PLAY MINOR COUNTIES.

LONDON, August 21st.

The weather at Norwich was showery, but the cricket good. The South Africans compiled 149, Meyer taking 6 for 66.

The Minor Counties compiled 272 in their second innings. (Titchmarsh 40 and Chapman 60).

The South Africans had scored 66 for the loss of the wicket, when it came on to rain and play had to cease.

[In their first innings the Minor Counties compiled 105.]

HOME FOOTBALL.

SCOTTISH LEAGUE.

LONDON, August 21st.

Rangers, 3; St. Johnstone, 1.

Hearts, 3; Cowdenbeath, 3.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI WAR RUMOURS.
TROUBLE FEARED BETWEEN
KIANGSU AND CHEKIANG.

SHANGHAI, August 22nd.

In local Chinese financial circles the situation is distinctly better to-day. It is understood that the Chinese Bankers' Guild has agreed to take steps to prevent any more banks closing. The Chinese stock exchange is still closed, but there has been some business at slightly higher rates than yesterday. The tael improved this afternoon to 71.725 per hundred dollars after opening at 72.83. This improvement is regarded as reflecting a less strong belief in the inevitability of war between Kiangsu and Chekiang.

SHANGHAI TAEI FALLS.

TWO SMALL BANKS FAIL.

SHANGHAI, August 21st.

The Tael was officially quoted yesterday morning at 74, but it is reported that as much as 76 and 78 was being quoted by native banks, it is believed, owing to the persistent rumours of the imminence of war between Kiangsu and Chekiang.

Two small banks, which were not members of the Shanghai Bankers' Association, failed within the last 24 hours.

ARMS AND DRUGS AT SHANGHAI.

CLUT OF SEIZURES.

SHANGHAI, August 22nd.

Customs officers seized 120 pistols and 15,000 rounds of ammunition on the French steamer *Paul Leant*. The police last night arrested the steward of the *Paul Leant* with 254 rounds of ammunition on him. The police have also arrested a Japanese with four automatics and 500 rounds of ammunition on him. As a result of many raids of opium dens of the French police in the past week, 97 cases were heard in the French-Mixed Court to-day, and fines aggregating \$10,000 were inflicted. A total of 574 lbs. of drug valued at about \$40,000 was seized. Two Chinese were each fined \$5,000.

JAPANESE STEAMER IN DIFFICULTIES.

SEELTERING AMONG GOTO ISLANDS.

Tokyo, August 21st.

The latest reports concerning the s.s. *Ryofuku Maru*, which was reported to be caught in severe weather, in an earlier cable, state that she has taken refuge among the Goto Islands.

[BY COURTESY OF THE "DAILY BULLETIN"]

PHILIPPINE SCOUT REBELLION.

COURT MARTIAL RESULTS.

MANILA, August 21st.

The decision of the court martial on the Philippines Scouts who mutinied at Fort McKinley on July 28th has been rendered.

The hundred and three Scouts were found guilty of the charges of mutiny and were ordered to be dishonourably discharged, forfeit all pay and allowances, and sentenced to five years' imprisonment each.

Six of the men were acquitted.

THE LEAGUE.

NETHERLANDS DELEGATE.

THE HAGUE, August 21st.

Count Van Lynden Van Sandenburg has been appointed the Netherlands delegate to the Assembly of the League of Nations.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

RUM SHIP SEIZED.

QUESTION OF BRITISH REGISTRY.

SAVANNAH, August 21st.

Customs guards have seized a turbine-driven schooner *Charles H. Heyde* 9,600 quarts of spirits, much absinthe and beer, outside the international limits, and have begun enquiries as to the legality of the vessel's registry, allegedly Nassau. It is stated that if the British registry be found authentic the vessel will be released.

TELEPHONE BREAKDOWN.

COMMUNICATION RE-ESTABLISHED.

Telephone subscribers in Hongkong and Kowloon who on Thursday and yesterday wished to speak over the wire to other subscribers in the Shaikwan and Quarry Bay district were not a little surprised to discover that they could not do so.

Kowloon residents in particular displayed varying degrees of annoyance according to their individual temperaments on being informed by operators that they could not be put through to Hongkong at all.

Enquiries to the operators as to the reason brought the stereotyped reply "The line is out of order," and further appeals to clerks in charge had exactly the same result.

The actual cause of the interrupted service between Kowloon and Hongkong and between the Central and Western districts of the Island and the Quarry Bay area was explained to a *Daily Press* representative by the manager of the Telephone Company yesterday.

"The first indication of trouble was at 12.40 p.m. on Thursday," Mr. Bennett said. "Within two hours we had located it to within a quarter-of-a-mile section of one of the main cables on the Shaikwan Road."

Working parties were immediately despatched, and proceeded to locate further, by means of opening up test holes at distances varying from 150 yards downwards. By midnight the workers had located the fault to one section of 150 yards between the Generating Station at North Point and the Chinese Recreation Club's matshed.

"Owing to the lateness of the hour and the adverse weather conditions," it was not possible then to do much towards opening up the road at this point, although the work was actually started. A working party of Chinese under European supervision laboured all night.

"It was decided, as a temporary measure, to cut out the faulty section of cable altogether, and to replace it with a new, but smaller, section. Later the entire cable will be completely repaired."

The manager added that the breakdown also affected the Hongkong-Kowloon junction service, which is served through that cable.

Work proceeded yesterday at the greatest pressure along the faulty section, 50 coolies under the direction of three Europeans being engaged. An enquiry last evening elicited the information from the telephone company that the temporary repairs had been successfully effected, and that communication had been re-established all over the Colony.

BABY WITNESS IN MURDER CHARGE.

CHILD DESCRIBES HOW HER SISTER WAS STABBED.

The public enclosure of the large Court at the Central Magistracy was crowded yesterday afternoon, when Tam Sam, an elderly woman, of 16, Heung Hing Lane, was charged on remand before Mr. R. E. Lindsell with the murder of her adopted daughter, Chu Kam Ho, on July 15th.

The scene and the public aisle were packed with Chinese, for the most part members of the coolie class, while a large number of people crowded round the big open doors facing the prison, and craned their heads to hear the proceedings.

Mr. J. H. B. Nicholl conducted the case for the Crown, and Mr. A. E. Hall defended.

Chu Kam Ling, the defendant's second adopted daughter, a little girl of nine, was put into the witness-box. After a few initial misunderstandings, the tiny creature told her story with great intelligence and clearness. She made the stabbing of her "sister." Defendant, she said, ordered the deceased to get some water, and when the girl refused, she was refused, and defendant took a knife (here the child pointed at a knife on the table of the Court) and stabbed her sister in the leg. Defendant afterwards threw the knife out of the window.

When she was stabbed, said the child, deceased was just outside the cubicle, and defendant supported her and brought her inside. A moment afterwards defendant took off the wounded girl's trousers. That was before the witness went to fetch her adopted father. In answer to further questions, the child said that the defendant was always good to her, and did not beat her even when drunk.

After a number of witnesses had given evidence, corroborating Mr. Nicholl's opening statements, the hearing was again adjourned until next Friday.

THE WORLD'S SHIPPING.

FIRST DECREASE SINCE THE WAR.

EFFECT TO TONNAGE BROKEN UP.

The new edition of Lloyd's Register Book, now issued, contains particulars of 32,936 vessels of 100 tons each and upwards, representing a total of 64,023,567 tons. The number and tonnage of existing vessels which are now or have been classed by the Society are 15,679, and 38,503,129 tons.

For the first time since these statistical tables have been issued (apart from one or two war years) a decrease is shown in the world tonnage owned as compared with the preceding year. Such decrease is mainly due to the very large amount of tonnage broken up since June, 1923.

It is shown above that during the last 12 months there has been a decrease in the steam and motor tonnage owned in the world of 2,123,238 tons, and a decrease in the sailing tonnage of 1,142,671 tons. Germany and Japan are the only two countries which show an appreciable increase, viz., 333,398 tons and 238,560 tons respectively. Decreases have occurred in most countries, the largest being in the United States (seagoing tonnage, 1,066,491 tons), in France (239,011 tons), and in Italy (201,530 tons).

It should, however, be stated that one-third of the decrease in the United States tonnage is due to the withdrawal from the new Register Book of Government vessels not used for mercantile purposes.

DECLINE IN SAIL TONNAGE.

The reduction in sailing tonnage since pre-war times, say June, 1914, amounts to about 1,470,000 tons gross. The present percentage of sailing vessels to the world's total tonnage is less than 1. Of the world's sailing tonnage, 1,186,000 tons—equal to 47 per cent. of the total tonnage—are now owned in the United States, and the other countries, which still have a considerable amount of sailing tonnage are:—France, 209,000 tons; Great Britain and Ireland, 152,441 tons; Italy, 114,000 tons; Norway, 113,000 tons; and Canada, 100,000 tons.

If barges which are generally towed, and other craft included in the sailing tonnage because not fitted with engines for self-propulsion, be excluded, the world tonnage of real sailing vessels only amounts to about 1,710,000 tons, of which 564,000 tons—equal to one-third of the total—are owned in the United States.

SHIPPING OWNED IN VARIOUS COUNTRIES.

Lloyd's Register points out that, although there are still about one-and-a-half million tons of wood and composite materials in existence at the present time, in view of the comparatively small importance in international trade of such tonnage, it would perhaps be more accurate, for the purpose of comparison between the relative positions of the various merchant marines, if only steel and iron seagoing vessels were taken into account. The total tonnages of sailing and iron steamers and motor ships owned by the principal maritime countries are set out as follows:

Country.	June, 1914 Tons gross.	June, 1924. Tons gross.	Difference between 1914 and 1924. Tons gross.
Great Britain and Ireland	16,877,000	16,917,000	+ 40,000
France	1,407,000	2,213,000	+ 806,000
United States (including Alaska)	1,837,000	11,823,000	+ 9,986,000
Germany	1,052,000	1,052,000	—
Belgium	341,000	555,000	+ 214,000
Denmark	768,000	974,000	+ 206,000
France	1,018,000	3,153,000	+ 2,135,000
Germany	5,068,000	2,846,000	- 2,222,000
Greece	820,000	751,000	- 69,000
Holland	1,471,000	2,233,000	+ 762,000
Italy	1,425,000	2,670,000	+ 1,245,000
Japan	1,923,000	3,656,000	+ 1,733,000
Norway	1,023,000	2,233,000	+ 1,210,000
Spain	853,000	1,163,000	+ 310,000
Sweden	692,000	1,146,000	+ 454,000
Other countries	2,057,000	2,749,000	+ 692,000
Total abroad	23,637,000	38,913,000	+ 15,276,000
World's total	40,514,000	55,730,000	+ 15,216,000

It will be seen that among the principal countries, apart from Germany, Greece is the only one which still shows a reduction in the tonnage now owned as compared with 1914. The seagoing tonnage of the United States has increased by nearly ten million tons. The other countries in which the largest increases are recorded are:—Japan, 2,013,000 tons; France, 1,275,000 tons; Italy, 1,245,000 tons; and Holland, 1,062,000 tons. Taken together, the Scandinavian countries—Norway, Sweden, and Denmark—show an increase as compared with 1914 of 763,000 tons.

In 1914 the United Kingdom owned nearly 44 per cent. of the world's seagoing steel and iron steam tonnage; the present percentage is just under 35. The United States occupy now second place with 11,823,000 tons—equal to 20.5 per cent. The other leading countries are:—Japan, 3,655,000 tons; France, 2,193,000 tons; Germany, 2,856,000 tons; Italy, 2,670,000 tons; Holland, 2,523,000 tons; and Norway, 2,233,000 tons. Notwithstanding recent increases in the tonnage owned in Germany, the above table shows the change, which has taken place in the maritime position of that country, where the tonnage now owned is some 2,242,000 tons less than in 1914.

Obviously the above figures do not take into consideration the question of the efficiency of the various merchant navies, as in addition to such factors as size, age, type, and speed of the vessels, other circumstances, which do not lend themselves to a statistical analysis, would have to be taken into account.

INCREASE IN LARGER VESSELS.

A considerable increase has taken place in recent years in the number of seagoing steamers and motor-ships of 4,000 tons each and above. In 1914 there were 3,905 such vessels, and now the number reaches 5,916, of which 358 are of 10,000 tons each and upwards. Of the 358 vessels, 108 are British flag, and one-half of the total number of vessels in existence consists of those of less than 1,000 tons each.

One of the tables in the Register Book shows that there are now in existence 175 motor-ships, each one of 4,000 tons and above. Twenty-one of them are of 8,000 tons and upwards, their total tonnage amounting to 193,655 tons. From another table, in which all existing steamers and motor-ships are classified according to their size and age, it appears that there are 3,050 vessels less than five years old, and their tonnage represents just under 27 per cent. of the total tonnage in existence. Vessels of 25 years and over amount to 6,848, but their tonnage is only 12.0 per cent. of the total. Of the vessels built before 1900, 64 per cent. are of less than 1,000 tons each, and the average size of the others is 2,602 tons, while of the vessels built during the last five years fewer than 23 per cent. are of less than 1,000 tons each, and the average of the others reaches 4,679 tons. Of the 358 vessels, each of 8,000 tons and upwards, now in existence, 358 have been built during the last five years. Of the tonnage owned in Great Britain and Ireland 28.1 per cent. is less than five years old. The merchant navies which have the largest proportion of new tonnage (less than five years old) are as follows:—Germany, 52 per cent.; Holland, 36.8 per cent.; Denmark, 33.7 per cent.; France, 32.25 per cent.; Canada, 30.5 per cent.; United States (Sea), 30.4 per cent.; and Norway, 30.3 per cent. The group of vessels which form the largest tonnage is that of between 4,000 and 6,000 tons each, amounting to 17,496,255 tons, equal to 23 per cent. of the world's total steam and motor tonnage, while the big liners, say those of 15,000 tons each and upwards, only represent 3 per cent. of such total tonnage.

TYPES OF VESSEL AND MACHINERY.

The great development which has taken place in the use of steam turbine engines and of internal combustion engines is indicated in the Register Book. There are now 1,387 steamers of 8,795,584 tons fitted with turbine engines and 1,950 vessels (including auxiliary vessels) of 1,975,798 tons fitted with internal combustion engines, as compared with 730,000 tons and 220,000 tons respectively in 1914. Of the 943 "tankers" (of 1,000 tons and upwards) with a total tonnage of 3,153,701 tons, 317 of 1,738,649 tons are registered in Great Britain and Ireland, and 408 of 2,415,910 tons are registered in the United States. Of the 3,317 steamers of 17,154,073 tons fitted for burning oil fuel, 680 of 3,342,417 tons are registered in Great Britain and Ireland and 1,854 of 9,009,560 tons are registered in the United States of America.

It appears that only just over 65 per cent. of the tonnage of the Merchant Marine now depends entirely upon coal, while in 1914 the percentage was nearly 80.

The tonnage of the tankers of 1,000 tons gross and upwards amounts to 3,153,701 tons, and, in addition, there are some 50,000 tons of vessels of less than 1,000 tons each. The tonnage of trawlers and other fishing vessels represents 790,000 tons. An analysis of the vessels recorded in the Register Book shows that some 324,000 tons represent tugs and salvage vessels, and 314,000 tons steam barges, dredgers, and similar craft. Although the few paddle vessels are now built, the total tonnage of such vessels in existence still amounts to about 420,000 tons.

In 1890 the gross tonnage of steamers, amounted to sailing vessels to over 9,000,000 tons. The steam and motor tonnage has increased by over 48,500,000 tons, while the sailing tonnage has decreased by over 71 million tons gross. Apart from the enormous increase which has taken place in the United States seagoing steam tonnage (12,000,000 tons) and the recent decrease in the German tonnage, both due to the war, the following are the most noticeable changes during this period of 35 years. The sail tonnage registered in Great Britain and Ireland amounted to about 2,264,000 tons gross and 1,444,000 tons net, respectively, in 1890, and is now reduced to 152,000 and 118,000 tons respectively.

Nearly 11,000,000 tons of steamers and motor-ships have been added to the shipping owned in Great Britain and Ireland, and the steam tonnage of the following countries is now more than six times as large as it was in 1890:—Denmark, Holland, Italy, Japan, Norway, and Sweden. The most remarkable increases have taken place in Japan and Holland; the steam tonnage of which countries now reaches a figure of equal respectively to 273 times and 117 times the total owned in 1890.

The 12 months' period before the war during which the greatest increase took place in the merchant navies of the world, was from June, 1912, to June, 1913, when 2,354,000 tons gross were added. During the last three decennial periods the world increases have amounted to 10,052,000 tons gross from 1894 to 1904, 14,100,000 tons from 1904 to 1914, and 14,938,000 tons gross from 1914 to date. The percentage of increase for these periods amounts to practically 40 per cent. for both the first and second periods, but only to 20 per cent. for the last ten years.

The British working man is by nature industrious and not a slacker.—*Sir Wm. B. Forwood.*

The ordinary individual, when he finds bad times upon him, increases his efforts, but we as a community have decreased the time we allow our machines to work.—*Sir Guy Wroughton, Bart.*

S.S. "PAUL LECAT."

SERVICES CONTRACTUALS DES
MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo ex "VILLE DE VERDUN" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 27th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 23rd instant, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

R. ROSENFUSCH,

Agent.

Hongkong, 17th August, 1924. [1149]

S.S. "YALOU."

COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE

CONSIGNEES of Cargo from ANTWERP, DUNKIRK, MIDDLESBROUGH, MANCHESTER, LONDON and SAIGON, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

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— LAST CHANCE TO SEE —

(THE CHARMING COMEDienne)

CONSTANCE TALMADGE

IN

"THE STUDIO GIRL"

FINAL SHOW TO-DAY

DON'T MISS IT.

WORLD THEATRE

LONDON SELLING AGENTS

TEA, INDIGO, Sold on commission in British and Continental Markets. Samples valued. Best ports for consignments indicated.

KEYMER, SON & CO., (Import Dept.) Whitehall, London. Telegrams: "Keymer, London." Est. 1844.

TO LET AT WEIHAIWEI

COMFORTABLY FURNISHED ROOMS with
Board. To Let at present.

[842]

Apply
MRS. NIVEN,
WEIHAIWEI.ECZEMA COVERED
CHILD'S BODYItched and Burned. Lost
Sleep. Cuticura Heals.

"My little girl aged two and a half years had a very bad attack of eczema on her face and body. Her face was covered with sore eruptions, especially around her mouth. Her whole body was covered with a rash that itched and burned so that she could not sleep at night."

"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. I purchased two boxes of Ointment and a supply of Soap and before I had used them all she was healed." (Signed) William Butler, 11, Church St., Kings Hill, Wednesbury, Staffs., Eng.

Use Cuticura for all toilet purposes. Soap and Ointment sold throughout the world. For sale in Hongkong, see list of Agents, 2, Charterhouse St., London, E.C. 1. Also for sale in Hongkong, 2, Charterhouse St., London, E.C. 1.

Try our new Shaving Stick.

Rise to
New Health
and Vigour

Overcome the handicap of ill-health and build up your constitution by taking Sanatogen.

Failing health is the more serious in hot climates, because life itself is constantly menaced by dysentery, malaria, typhoid fever, etc., and if these serious ailments are to be avoided the resistive powers of the constitution must be constantly reinforced.

For this purpose there is nothing better than Sanatogen, for it contains organic vegetable phosphorus and milk proteins, the vital foods essential for sound nerves and a healthy body.

Dr. C. W. Saleeby writes: "To maintain health and vigour in hot climates a man must pay very careful attention to the problem of diet." Further, he recommends Sanatogen as an "ideal nerve food which precisely responds to the requirements of diet in the tropics."

Dr. Claude L. Wheeler writes: "The user of Sanatogen is richly rewarded in freedom from laziness, a gain of strength and activity, alertness of mind, and increased resisting power to disease."

SANATOGEN

The True Tonic Food

Start taking Sanatogen to-day. Obtainable at all chemists and stores. It will energize every cell and tissue of your body, and give you a delightful feeling of vigour and freshness.

WOMEN'S "GREAT WORK."

Victor Hugo once declared that woman was "the cynosure of the nineteenth century." George Eliot wrote that "the happiest women, like the happiest nations, have no history."

In these days, though woman may remain something of an enigma to many men, not only have tens of thousands of women creditable records of usefulness in public life, but many among them can claim that they are making history, not in one sphere of the science and arts, but in many. The great professions, as the meetings of the British, Canadian, and American lawyers remind us, have been invaded by them.

This week the jubilee of the London School of Medicine for Women is celebrated. There are women accountants; and that women have entered the advertising business the recent Convention has proved. Women are now to be met with in almost every avenue of industry and commerce; and each year that passes sees them in some new occupation that in the past had been exclusively followed by men.

In conquering new worlds, they are not relinquishing their dominance in the old. It is the complexity of woman's public and private activities in these days which is suggested by the message from the Queen that was read at the opening gathering of the "Women's Week" at the British Empire Exhibition. But domestic problems are the special sphere of women. That admission is made by the organisers of this remarkable series of conferences, in which representatives from all parts of the Empire are taking part. They are concerned largely with the home, where woman reigns with a supremacy which has suffered no abridgement owing to the movement that has brought her into other hitherto unfamiliar arenas. Speakers are dealing especially with the varying domestic conditions which are to be found in different parts of the Empire—the types of dwelling houses and their equipment; the assistance which is available for running them; facilities for the education of children, and the provision that is made for recreation. For a wife, however much pressed by home cares, needs relief if she is to maintain mental and physical health.

As her Majesty has recorded, the visits that she has paid to the British Empire Exhibition, in company with the King, passing from one pavilion to another, have reminded her of the diverse conditions under which the women of the overseas parts of the Empire pass their days, cut off from many of the amenities of social life, and confronted with problems in their own homes to which those who live in more closely settled countries are strangers. They bear peculiarly heavy burdens, and if, by comparing notes at Weihaiwei, any progress can be made in easing domestic conditions in some of the Dominions where there are comparatively few women, and these often sadly overburdened, no slight contribution will have been made to the removal of difficulties which impede Empire settlement and Empire development. For such women have to be masters not of one domestic art, but of them all, and at the same time must preserve their breadth of outlook so as to be helpful to their husbands. The women of the British Empire, as the Queen has expressed it, are reaching "a fresh realisation of the great work to be done by women."

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WOMEN MASTERS OF ARTS.

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WEATHER REPORT

August 22nd at 12.10.—Warning to Hongkong, Co. Port, etc.—A severe typhoon within 100 miles of Lat. 10 deg. N. Long. 121 deg. E. moving W.N.W.

August 22nd at 12.10.—Pressure has decreased considerably at Manila and moderately over N. Japan. It has increased slightly at the majority of other reporting stations. The depression in the Sea of Japan is moving N.E. and at 2 p.m. this afternoon was the vicinity of Hakekai.

The typhoon at 2 p.m. this afternoon was in about Lat. 10 deg. N. and Long. 121 deg. E. moving W.N.W.

Manila warnings: Typhoon in Lat. 10 deg. N. Long. 121 deg. E. moving W.N.W. Risk 224.15, 224.15.

Hongkong rainfall for the 24 hours ending at 12 hours, August 22nd, 0.14 inch. Total since January 1st, 81.35 inches, against an average of 124.7 inches.

The forecast for the 24 hours ending at 12 hours, Aug. 23rd is as follows:—

District Forecast
Formosa Channel E. or variable wind, moderate.

Hongkong to Gap Rock S.E. winds, moderate to light; fine.

South coast of China between Hongkong and Lamock do.

South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 22nd.

Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ... 29.75	29.77	29.75
Temperature ... 82	81	87
Humidity ... 82	85	70
Wind Direction ... SSW	S	S
Force ... 2	1	3
Weather ... c	c	c
Rain ... 0.13	0.00	0.21

Highest on-air temperature on 21st ... 84
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Lowest on-air temperature on 22nd ... 81

Highest on-air temperature on 21st ... 84

FREE SIDE TRIP TO NIAGARA FALLS

An opportunity to view the World Famous Scenic Wonder is afforded passengers when travelling ACROSS CANADA via

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Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440

YOKOHAMA MARU (Calls Keelung) ... Saturday, 28th Aug., 11 a.m.

KAGA MARU ... Friday, 26th Aug., 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KITANO MARU (Calls Rangoon) ... Tuesday, 26th Aug., 11 a.m.

HAKUNA MARU ... Wednesday, 10th Sept.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU (Calls Glasgow) ... Monday, 28th Sept.

DELAGO MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Sept., 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.

MAYBASHI MARU ... Tuesday, 2nd Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU (calling Delago Bay & Port Elizabeth) ... Monday, 1st Sept.

BOMBAY via Singapore & Colombo.

AKI MARU (Calls Penang) ... Friday, 29th Aug.

TOKUSHIMA MARU ... Wednesday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

YAKASA MARU ... Sunday, 31st Aug.

YAMAGATA MARU ... Monday, 9th Sept.

JAVA & CALCUTTA via Batavia.

MURORA MARU ... Friday, 27th Aug.

YAMAGATA MARU ... Thursday, 11th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TSUSHIMA MARU ... Sunday, 24th Aug.

KATORI MARU ... Sunday, 24th Aug.

AWA MARU ... Friday, 29th Aug.

ATSUTA MARU ... Wednesday, 10th Sept.

For further information, apply to NIPPON YUSEN KAISHA.

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VIA MANILA, STRAITS, COLOMBO, SUEZ, PORT SAID.

SAILINGS FROM HONGKONG:

S.S. "ALBERT VOGELER" ... on or about the 26th Sept

S.S. "CARL LEGHEN" ... on or about the 19th Nov.

S.S. "ADOLF VON BAYER" ... on or about the 25th Dec.

FARES FROM HONGKONG TO NAPLES:

FROM £71—UPWARDS

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REUTER, BROCKELMANN & CO.

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King's Building.

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VICHY CELESTINS

In bottles, half and splits

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE

For Liver trouble and Bilelessness.

VICHY HOPITAL

For Indigestion.

Refuse substitutes. — Mention name of Spring required.

A REMARKABLE JOURNEY. ACROSS THE HIMALAYAS BY MOTOR-CAR.

This is the remarkable feat just accomplished by Lieut. Colonel V. A. Haddick, F.R.G.S., the Mount Everest Expedition lecturer, and a small party, organised by Sir Francis Younghusband and Major Noel, says the *Statesman*.

Setting themselves the almost incredible task of crossing Sikkim and negotiating the Himalayas, the party, not without considerable hardship and mishap, succeeded in reaching a point within sixteen miles of the Tibetan frontier, over country never previously traversed by any mechanical vehicle.

A special tractor was used for the journey, of a type similar to that which crossed the Sahara. It has several wheels, engaging on a band tread which enables the machine to overcome seemingly impossible obstacles. The weight falls on the two main wheels thus acting as a pivot, and enabling the front of the tractor to lift over rocks and negotiate sharp gradients.

The tractor was named "Leinster," for sentimental reasons—that being the name of the province in Ireland from which Lieut. Colonel Haddick hails, and also the name of the dual family to which Lieutenant Fitzgerald of the Royal Tank Corps, a member of the party belongs.

Mr. A. Persia, director of the Everest film laboratory in Darjeeling, who is well-known in the photographic world, Mr. C. Milwright, and Mr. J. Cundell completed the European section of the expedition. Interviewed in Calcutta by the *Statesman*, Lieut. Col. Haddick told a remarkable story of adventure not, however, without its lighter side.

Leaving Darjeeling at the end of April, the first stage of the journey lay along the Peshok road to Kalimpong, noted for its steepness and hazardous bends, which was covered with such comparative ease as to be dismissed by Colonel Haddick without comment. From Kalimpong to Pedong the first two miles presented little difficulty then came a first taste of the old Chinese trade route.

ONE MILE AN HOUR.

Huge boulders, sometimes more than two feet high, made progress slow, an average speed of one mile an hour being not uncommon. It was here that a calamity befell the expedition. Lieut. Fitzgerald becoming ill, and returning to Darjeeling. This piece of ill-luck robbed the party of an experienced driver.

Passing through Sikkim the party reached Rhenock and crossed the frontier. Here was a marvellous country of high mountains and deep valleys to which wonderful blue hazes lent enchantment.

The roadway is generally bounded by a channel six feet deep, which serves to drain off the mountain rains. Further along the track becomes a mere shelf, cut into the mountain side, which makes progress a difficult matter.

A series of hairpin bends were negotiated only by having half the car suspended over the Khud. Actually the worst piece of road was encountered between Ari and Rong where the descent is swift for several thousands of feet and made in a rapid succession of bends.

The special sections of bamboo matting made for parts of the road too narrow even for two men to walk abreast without danger of a drop down the precipice were particularly useful between Ling Tam and Seduchin.

Strips of the matting less than six feet wide were placed on the road, and partly overhanging the cliff side, where the party could look down on the clouds beneath. The car was then driven forward, the weight of the inner wheel and track alone keeping the tractor on the road.

Colonel Haddick paid a great tribute to the skill of Mr. Gundell, "the best driver I have ever known," who unfortunately developed dysentery between Seduchin and Gnatong, and returned to Darjeeling. The tractor is now stabled at Seduchin, which with the exception of Gnatong is the last place of note before Tibet. Its fate is at present uncertain, but the Leinster may be brought back to India.

Although the car remained this side of the Tibetan frontier Colonel Haddick himself went into Tibet, from where he has recently returned.

Colonel Haddick, who arrived in India with the photographic party of the Mount Everest Expedition, is shortly to commence a series of illustrated lectures in connection with the expedition and the car trip over the Himalayas.

OXFORD ARCTIC EXPLORERS' ADVENTURE.

14 HOURS ADRIFT IN SEAPLANE.

The following wireless message was sent from the motor-ship *Polar Björn*, dated Spitzbergen, July 16th:—

Shortly after midnight, Mr. George Binney (leader of the Oxford University Arctic expedition) and Captain Ellis (pilot of the seaplane) were rescued from the expedition's seaplane in a heavy sea, after drifting for nearly 14 hours.

They had set out in the seaplane to fly from Green Harbour, where the seaplane was assembled, to Liefde Bay, where the seaplane base is being established. After an hour's flying the machine made a forced landing in the water at about 10.45 a.m., and in the early afternoon the fact that the machine was missing became clear to those on board the *Polar Björn*.

A search was begun, but it was not until midnight that the seaplane was located, drifting westward in a heavy sea to the north of Prince Charles Foreland. Happily, both were safe and well, though somewhat exhausted. They are now on board the *Polar Björn*.

Contrary to all expectations, the seaplane, owing to its exceptional seaworthiness, was saved.

INDIGESTION. AND THE NATURAL REMEDY.

No man or woman who is a victim of indigestion can possibly enjoy anything like good health. For, mind you, when once the stomach gets out of order, then the whole digestive system—stomach, liver and bowels—is likely to be affected, and so you go from bad to worse. Considered as one, the stomach, liver and bowels may be truthfully said to be something like a delicately balanced machine. When a single part of the mechanism, say the stomach, goes wrong, there is an immediate danger that it will upset the whole, throw it out of order, and bring about a serious breakdown.

If everybody could be persuaded to realise that the little shocks and jars of life, the little acts of carelessness we hardly ever think about—every tea, much work, lack of exercise, late hours, and so on, very seriously affect the digestive system, and often throw it out of gear, then there would certainly be fewer ailing people in the world.

The worst of it is that people will sometimes neglect to take proper steps to avoid indigestion. Unfortunately, they have a dangerous habit of thinking that the stomach, liver or the bowels, when out of order, will of themselves recover the delicate balance and pose they have in good health. But this very, very, rarely happens, and so the most common-sense way to avoid the miseries of indigestion is either to prevent, or banish it from your system. And prevention is always easier and better than cure.

In any case, either to prevent or to banish indigestion, you can't do better than take an occasional dose of Mother Seigel's Syrup, the world-famous remedy for stomach and liver troubles. It has been before the world for nearly fifty years. Each year, each week, in fact, cases are recorded where dyspeptic have found relief by resorting to this fine old family remedy, and now the total of those who after personal trial, voluntarily and enthusiastically recommend Mother Seigel's Syrup, has run into tens of thousands. Yes! Tens of thousands!

They would not be likely to write and say that Mother Seigel's Syrup was a splendid means of banishing dyspeptic troubles, headaches, biliousness, flatulence, constipation, and (after eating, if they did not believe what they were saying) was the simple truth.

If you have any digestive disorders take Mother Seigel's Syrup regularly for a while, after meals, and note the general improvement in your health and vigour. The Syrup is also sold in tablet form.—*M.T.*

LAST CHANCE TO SEE

(THE CHARMING COMEDienne)

CONSTANCE TALMADGE

IN

"THE STUDIO GIRL"

FINAL SHOW TO-DAY

DON'T MISS IT.

WORLD THEATRE

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for General Weakness.
SOLD BY LEADING CHEMISTS, PHARMACISTS, DRUGGISTS, AND ALL WHO DEAL IN MEDICINE.
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ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.

With INDEX. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.	
MANILA	"YUENSANG" ... Saturday, 23rd Aug., 11 a.m.
TIENTSIN	"CHIESHANG" ... Saturday, 23rd Aug., Noon.
HAIPHONG via HOIHOW	"MINGSANG" ... Sunday, 24th Aug., 7 a.m.
NEWCHANG via SWATOW	"WOSANG" ... Sunday, 24th Aug., 7 a.m.
SHANGHAI & ANTUNG	"HANGSANG" ... Monday, 25th Aug., 8 a.m.
RANGKOK via SWATOW	"LAISANG" ... Tuesday, 26th Aug., 3 p.m.
STRAITS & CALCUTTA	"TINGSANG" ... Wednesday, 27th Aug., 10 a.m.
TSINGTAU via SWATOW	"FOOSHANG" ... Friday, 29th Aug., 10 a.m.
SHANGHAI via SWATOW	"SUISANG" ... Saturday, 30th Aug., 3 p.m.
MANILA via AMOY	"NAMSANG" ... Sunday, 31st Aug., 7 a.m.
KOBE	"LEESANG" ... Sunday, 31st Aug., 8 a.m.
HAIPHONG via HOIHOW	"MAUSANG" ... Thursday, 4th Sept., 1 p.m.
SANDAKAN	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, a.s. "YUENSANG" and a.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

RANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about

Tuesday, 26th August, 3 p.m., for SINGAPORE, PENANG

& CALCUTTA.

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GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

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U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENGOGLE"	3rd Sept
"GLENSANDRA"	23rd Sept
"GLENSHANE"	7th Oct
"GLENGAREY"	16th Oct

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	13th Sept	
"GLENIFFER"	28th Sept	
"GLENGOGLE"	11th Oct	
"GLENSANDRA"	28th Sept	
"GLENSHANE"	11th Oct	
"GLENGAREY"	11th Oct	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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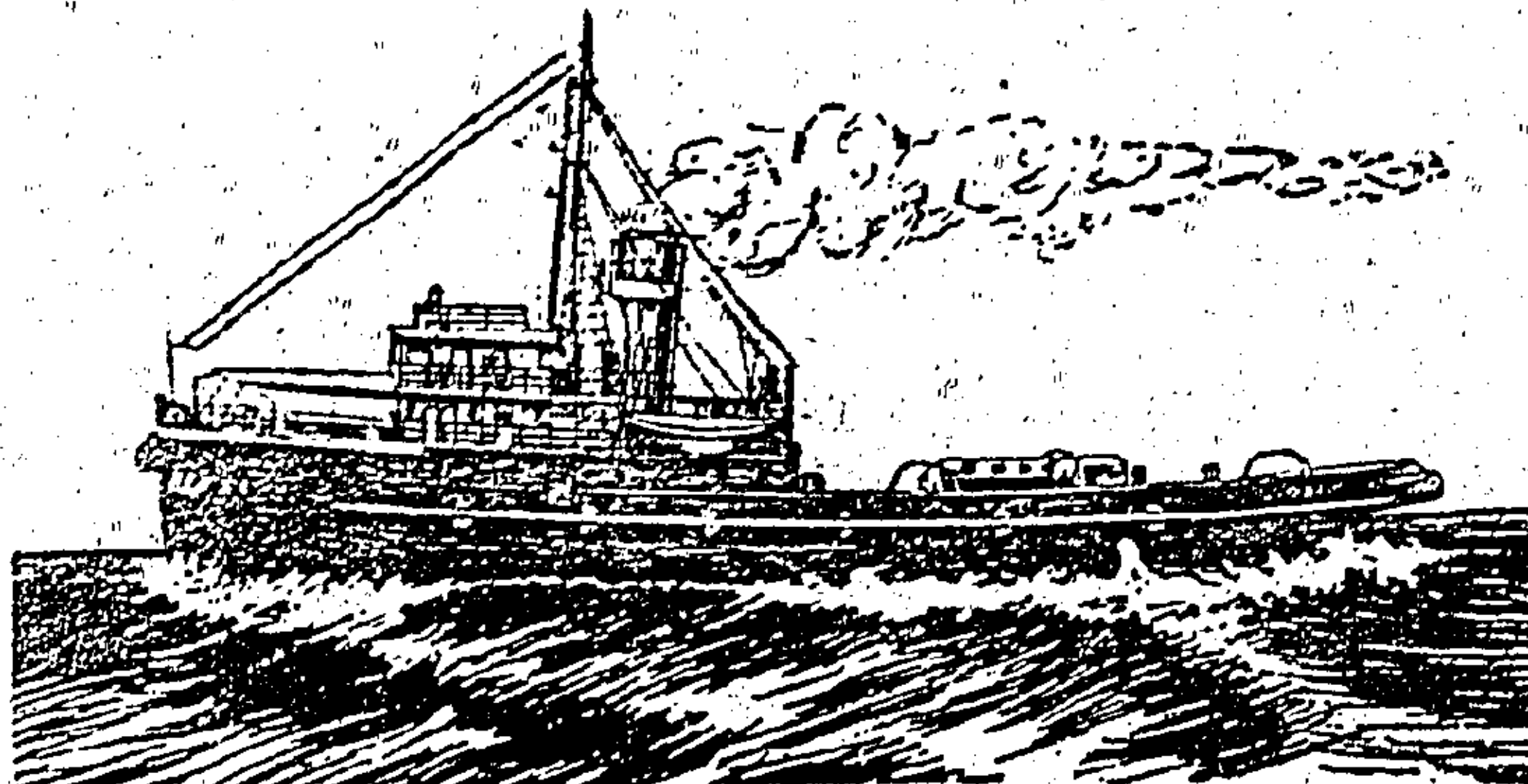
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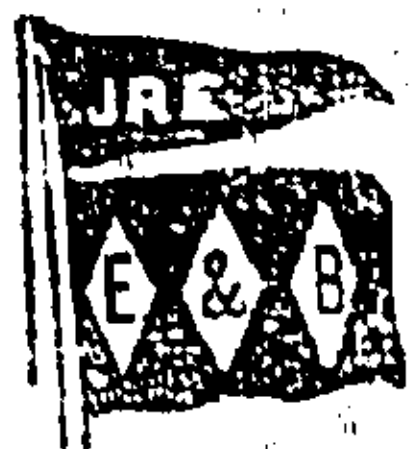
Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

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 "CITY OF MANILA" 11th Sept. Havre, L'An, Rham & Hamburg.

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"CITY OF LAHORE" 28th Oct. Shanghai and Japan.
 "CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
 "CITY OF KARACHI" 29th Jan. Do.
 "CITY OF BARODA" 25th Feb. Do.

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SINGLE 1st Class "A" £92. "B" £84. Single 2nd Class "A" £82. "B" £76.
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"ROMEO" via Suez Canal 31st Aug.
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 "TRUEN" via Suez Canal 1st Oct.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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PAUL LEGAT	1st Sept.	1st Sept.	14th Sept.
ANDE LEON	14th Aug.	15th Sept.	23rd Sept.
AMBOISE	29th Aug.	29th Sept.	26th Oct.
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HAIPHONG Capt. W. S. Turnbull Tuesday, 28th Aug., at 1 p.m.
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(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,902	23rd Aug. Noon	Mars, L'An, & A'warp.
"SARDINIA"	6,884	2nd Sept.	Mars, Penang, Colombo & B'way.
"KALYAN"	9,118	6th Sept.	Mars, L'An, & Antwerp.
"NAGAYA"	6,884	11th Sept.	do.
"KAISAR-LEHND"	11,830	20th Sept.	do.
"SOUHAN"	8,886	30th Sept.	S'pore, Penang, Colombo & B'way.
"KASHMIR"	8,983	4th Oct.	Mars, London & Antwerp.
"PESHAWUR"	7,934	11th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	8,840	1st Nov.	Mars, London & Antwerp.
"MALWA"	10,941	25th Nov.	do.
"SARDINIA"	6,884	25th Nov.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,098	29th Nov.	Mars, London & Antwerp.
"KASHMIR"	10,902	13th Dec.	do.
"SOUHAN"	8,886	23rd Dec.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,097	27th Dec.	Mars, L'An, & A'warp.

1925

"MACEDONIA"	11,089	10th Jan.	Mars, Penang, Colombo & B'way.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars, L'An, & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	8,983	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	3rd Sept.	Singapore, Penang & Calcutta
"TILWA"	10,000	14th Sept.	do.
"TAIRA"	8,500	19th Sept.	do.
"TANDA"	8,586	7th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Aug. Noon	Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	8,000	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	27th Oct.	do.

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 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILWA"	10,000	25th Aug.	Amoy, Shanghai, Moji & Kobe.
"PESHAWUR"	7,934	3rd Sept.	Shanghai & Yokohama.
"TAIRA"	8,500	31st Aug.	Moji & Kobe.
"KASHGAR"	8,840	5th Sept.	Shanghai, Moji & Kobe.
"SOUHAN"	8,886	6th Sept.	Shanghai & Kobe.
"ARAFURA"	8,000	8th Sept.	Moji & Kobe.
"TANDA"	8,586	18th Sept.	do.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	1st Nov.	do.
"SARDINIA"	6,884	1st Nov.	Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Shanghai & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	29th Nov.	do.
"SOUHAN"	8,886	29th Nov.	Shanghai & Kobe.
"ARAFURA"	8,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.

1925

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

"FROM HONGKONG BY DIRECT ROUTE."
 U.S.S. "WEST FARALON" Due Hongkong 30th Aug.
 U.S.S. "WEST SEQUANA" Due Hongkong 31st Aug.
 U.S.S. "WEST SEQUANA" Due Hongkong 14th Sept.
 U.S.S. "WEST SEQUANA" Leave Hongkong 18th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

TO SAIGON AND MANILA.

U.S.S. "WEST PROSPECT" Due Hongkong 22nd Aug.

U.S.S. "WEST PROSPECT" Leave Hongkong 23rd Aug.

TO BATAVIA, SEMARANG AND SOERABAYA

U.S.S. "WEST CHOPAKA" Due Hongkong 1st Sept.

U.S.S. "WEST CHOPAKA" Leave Hongkong 2nd Sept.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST CARMONA" Due Hongkong 18th Sept.

U.S.S. "WEST CARMONA" Leave Hongkong 20th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN, CHINA, PHILIPPINES, INDO-CHINA, STRAITS & JAWA.

1st Floor, Queen's Building

Phone No. Central 8008.

G. P. BRADFORD, Rep. Agent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW & BANGKOK	"CHENAN"	On 23rd Aug. 10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 23rd Aug. 120 p.m.
SWATOW & SHANGHAI	"SEANTUNG"	On 24th Aug.
AMOY & SHANGHAI	"SUIYANG"	On 25th Aug.
SWATOW & BANGKOK	"KWANGTUNG"	On 25th Aug. 230 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 25th Aug. 230 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 27th Aug. 4 p.m.
SHANGHAI & TSINGTAO	"FOOCHOW"	On 30th Aug.
SHANGHAI & NEWCHANG	"KIANGSU"	On 31st Aug. 230 p.m.
AMOY, SWATOW & SINGAPORE	"TAMING"	On 2nd Sept. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KAYING"	On 2nd Sept. 130 p.m.
SWATOW & BANGKOK	"CHINHUA"	On 4th Sept. 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) and Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wusung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage, apply to—

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CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports
"TAIWAN"	23rd Sept.	28th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WREY CASTLE" Sails about 26th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" Sails about 25th August.
 S.S. "FIUME-L" Sails about 31st August.
 S.S. "PERSIA" Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails about 7th September.
 S.S. "LACONIA" Sails about 4th October.
 S.S. "FIUME-L" Sails about 7th October.
 S.S. "PERSIA" Sails about 7th November.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Telephone Central 1030.

Agents.

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Steamship Owners, Shipping & Marine Insurance Broker.

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REGULAR FREIGHT & PASSENGER SERVICE.

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office

No. 27, Bonham Strand West.

Tel. Central No. 156.

K. MITARAI, Agent.

Top Floor, King's Building.

Tel. Central No. 140 & 4451.

COMMERCIAL

OPENING QUOTATIONS. "

August 22nd, 1924.

ON LONDON.—		
Telegraphic Transfer	...	14 1/2
Bank Bills, on demand	...	3/4 7/18
Bank Bills, at 30 days' sight	...	3/4
Bank Bills, at 4 months' sight	...	3/4
Credita, at 4 months' sight	...	3/4
Documentary Bills, at 4 months' sight	...	3/5 1/2
ON PARIS.—		
Bank Bills, on demand	...	98 1/2
Credita, 4 months' sight	...	100 1/2
ON NEW YORK.—		
Bank Bills, on demand	...	100 1/2
Credita, at 30 days' sight	...	100 1/2
ON BOMBAY.—		
Telegraphic Transfer	...	100 1/2
Bank Bills, on demand	...	100 1/2
ON CALCUTTA.—		
Telegraphic Transfer	...	100 1/2
Bank Bills, on demand	...	100 1/2
ON SHANGHAI.—		
Bank Bills, at sight	...	nom.
Private, 30 days' sight	...	nom.
ON YOKOHAMA.—On demand	...	12 1/2
ON MANILA.—On demand	...	100 1/2
ON SINGAPORE.—On demand	...	101 1/2
ON BATAVIA.—On demand	...	103 1/2
ON HAIKONG.—On demand	...	nom.
ON SINGAPORE.—On demand	...	101 1/2
ON BANGKOK.—On demand	...	101 1/2
SOVEREIGN, Bank's Buying rate	...	75 1/2
Gold Leaf, 100 fine, per tael	...	47 50
BAR SILVER, per oz.	...	34 1/2

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	...	\$500,000,000
Issued and Fully Paid-up	...	\$20,000,000
Reserve Funds:—		
Sterling	...	\$4,500,000
Silver	...	\$25,500,000
Reserve Liability of Proprietors	...	\$30,000,000

Court of Directors:

W. L. PATTEN DEN, Esq.—Chairman	
H. F. PATTEN DEN—Deputy Chairman.	
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Manager: Hongkong—A. H. BARLOW, Esq.
Manager Shanghai—G. R. STITT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in Local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling in terms which will be quoted on application.

Hongkong, 7th May 1924. [27

THE Business of the above Bank is conducted by the **HONGKONG & SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at $3\frac{1}{4}$ per cent. per annum.

For the **HONGKONG & SHANGHAI BANKING CORPORATION**,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 15th May, 1924. [28]

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£300,000
Reserve Fund	£300,000
Reserve Liability of Proprietor	£300,000

FOREIGN EXCHANGE and General Banking
Business transacted.

CURRENT ACCOUNTS opened and FILLED
Deposits received for one year or shorter
periods at rates which will be quoted on
application.

A. H. FERGUSON,
Manager.

Hongkong, April 5th, 1924.

(TAIWAN CINKO).

Incorporated by Special Imperial
Charter, 1898.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,950,000

HEAD OFFICE.—TAIPEI, FORMOSA.

BRANCHES:

JAPAN.—Tokyo, Yokohama, Kobe, Osaka,
Manila.

FORMOSA.—Gila, Kail, Karento, Kelung,
Makung, Nanto, Pinan, Shinghoi,
Takuin, Tainan, Takow, Tamsui,
Tuyen, Aho.

CHINA.—Shanghai, Hankow, Kiangning,
Amoy, Canton, Singapore.

OTHERS.—Hongkong, Bangkok, Batavia,
Sourabaya, Semarang,
Bombay, London, New York.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingto, Japan, India, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

OMONGKONG BRANCH,
4, Des Voeux Road,
Hongkong 23th June, 1922.

Their quality
never varies-----

Three Castles

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

(DIRECT):

ADRASTUS	...25TH AUG.	Marseilles, London, Rotterdam & Hamburg
*TROLLUS	... 1ST SEPT.	London, Hull, Rotterdam & Hamburg
SARPEDON	... 9TH SEPT.	Marseilles, London, Rotterdam & Glasgow
GLAUCUS	...15TH SEPT.	London, Rotterdam, Hamburg & Dunkirk

* Calls at Oran.

(DIRECT OR VIA CONTINENTAL PORTS).
EURYPYLUS ... 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow
ANTILOCHUS ... 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow
KNIGHT
TEMPLAR ... 1ST OCT. Marseilles, Havre, Liverpool & Glasgow

(VIA KOBE AND YOKOHAMA)
PROTESILAUS...23RD AUG. Victoria, Seattle & Vancouver
ACHILLES "...20TH SEPT. Victoria, Seattle & Vancouver

(VIA SUEZ OR PANAMA.)

PERSEUS	...10TH SEPT.	Boston & New York (via Suez)
TEUCER	... 1ST OCT.	Boston & New York (via Suez)
EURYLOCHUS	... 7TH OCT.	Boston & New York (via Suez)

PATROCLUS	...16TH SEPT.	Shanghai
SARPEDON	...9TH SEPT.	Singapore, Marseilles & London
PATROCLUS	...21ST OCT.	Singapore, Marseilles & London
MENTOR	...17TH NOV.	Singapore, Marseilles & London
HECTOR	...16TH DEC.	Singapore, Marseilles & London
TEIRSIAS	...29TH DEC.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital... .. £3,000,000
Subscribed Capital... .. £1,800,000
Paid-up Capital... .. £1,050,000
Reserve Fund... .. £1,250,000

BANKERS:
THE BANK OF ENGLAND
" and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok Galle Kuala Lumpur Rangoon
Batavia Hongkong Mauritius Shanghai
Bombay Borneo New York Simla
Calcutta Ceylon Penang Singapore
Colombo Karachi Port Louis Sourabaya
Delhi Kota Bharu (Mauritius)

HONGKONG BRANCH:
Every description of Banking and
Exchange Business transacted.

INTEREST allowed on Current Accounts
to 3 per cent. per annum on Daily Balance
and on Fixed Deposits at Rates that may be
ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. (30)

Head Office: 86, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00
Paid-up Capital Frs. 65,400,000.00
Reserve Fund Frs. 58,667,283.54

BRANCHES

Bangkok	Hongkong	Saigon
Batavia	Mexico	Shanghai
Canton	Panama	Singapore
Djibouti	Papeete	
Hai Phong	Peking	Tourane
Hankow	Phon Penh	Yunnanfu
Hanoi	Pondicherry	

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IN FRANCE: Caisse d'Epargne, National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Payses, Crédit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation, Guaranty Trusty Co. of New York.

HEAD OFFICE:—
No. 10, Des Voeux Road Central, HONGKONG

Established 1919.

Authorised Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of 3 per cent.	
For 6 " " " 4 " "	
For 12 " " " 5 " "	

"KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. 184

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BANK LTD.

100, Building, Canton Road, Hongkong

BRANCHES:

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mercial centres of China and abroad.

Attractive Rates for all kinds of Deposits
Enquiries are welcomed.

1963] T. H. MAI,
Manager.

**THE YOKOHAMA SPECIE BANK,
LIMITED.**

Capital (fully paid-up) Yen 100,000,000
Reserve Fund Yen 74,500,000

HEAD OFFICE: YOKOHAMA.

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Dairen (Dalny)	Nagasaki	Singapore
Panama	Nagoya	Simmonsaki
(Minden)	New Yang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tainanfu
Honolulu	Rio de	Yokohama
Kai Yuen	Janselo	Yingtao

MAATSCHAPPIJ.
[NETHERLANDS TRADING SOCIETY.]
BANK.

Established 1824. "
Hongkong Branch established 1906

Authorized Capital	Guineas	150,000,000	(212,500)
Paid-up Capital, ...		50,000,000	(28,638)
Reserve Fund ...		2,045,033	(1,870)
Special Reserves ...		22,560,000	(21,388)

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kooradja, Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaja, Soerakarta (Solo), Tientsin, Tjilatjap and Weltevreden.

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Correspondents all over the World.
BANKING BUSINESS OF EVERY
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J. J. STAERGAARD
Acting Agent.

Specially authorized by Presidential
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and-up Capital 18,278,500.
 Reserve Funds 9,629,435.

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's R
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 Bank. The Equitable Trust Co., New York.
 Interest allowed on Current Accounts
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 Special facilities for Home Exchange.
 TSUYEE PEL
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 Hongkong, September 8th, 1931.

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